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Rassinier Accepts Shore Assignment At Paulsboro

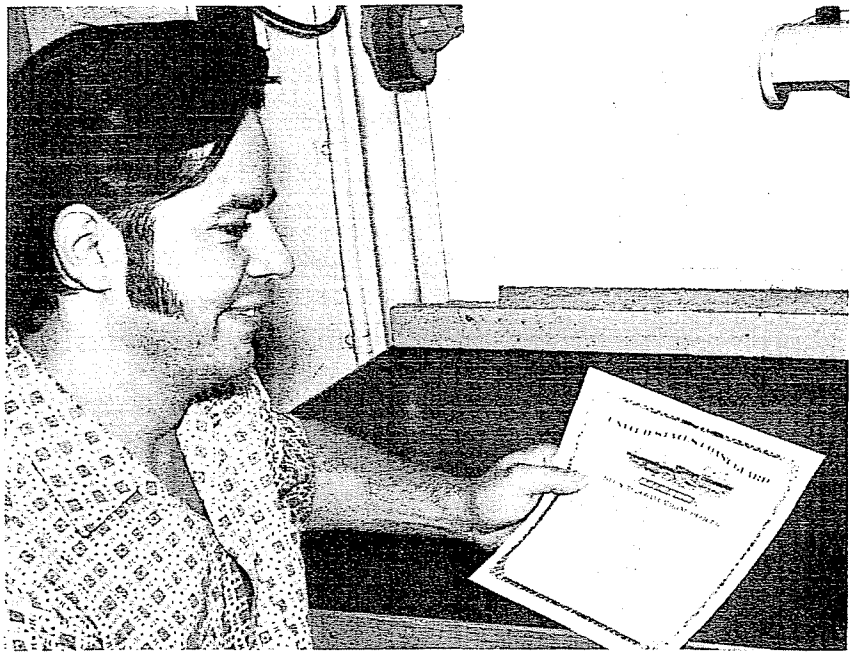
Third Mate Craig M. Rassinier has accepted a shore assignment as transportation allocator at Paulsboro, New Jersey, effective July 24. He replaces Robert H. Dunham who resigned to relocate in Alabama to enter a family business. Mr. Dunham had been transportation allocator at Paulsboro since April, 1969.

Mr. Rassinier graduated from the Texas Maritime Academy in Galveston in August, 1969. He joined the Marine Department as third mate on September 2 of that year and sailed in the *Esso Baltimore*. He later served in other company vessels and on a temporary shore assignment, in the latter part of 1970, in the Marine Department Logistics and Planning in Houston. He obtained his second mate's license in June, 1972.



"I'm looking forward to my new assignment at Paulsboro with great enthusiasm. I think it's a real opportunity to advance my career," he said. "I feel that my work assignment in the Allocation and Dispatch Section has already furnished me with valuable background experience for this new assignment."

Mr. Rassinier, a native Houstonian, is married and has a young son.



"This license represents one of the greatest accomplishments in my life."

"Getting My License Opened Up A Whole New World For Me," Says Richard A. Vila

"I had been serving continuously as oiler in the fleet for nearly 15 years and I wasn't going to advance any further if I didn't get up and do something about it," Richard A. Vila said recently as he proudly displayed his second assistant engineer's license.

"I knew my oiler's job in the engine room so well that I could do it in my sleep. I wanted to advance and I thought about getting a license for several years. Besides I have a wife and four children and I could use the money. But I kept pushing the idea back into my mind because I didn't have the confidence to tackle the math and other bookwork that was required. But the chief engineers and others whom I worked with kept encouraging me, offering to help me in my studies, and even volunteering to sign my application to the Coast Guard for permission to sit for a license. I decided that if I ever did take the exam, I would skip third and go for a second assistant engineer's license.

"But I still had this hangup about the examination. I hadn't taken a written exam since I left high school over 20 years ago. But some of the men in the engine room kept pushing me about it—men like Columbus L. Swonger, first assistant who offered to help me with the math, and Chief Engineers Charles A. Laratta, Charles A. Ruggerio, Les-

(See **VILA SAYS,** page 4)

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"THERE'S NOTHING QUITE LIKE having two sons on an All-American lacrosse team at the same time," said Captain Olav Haugevik who is holding a sports page dominated by his sons' pictures. The sports page is from the Rutgers University newspaper. Andy (top picture), 1972 senior co-captain of the nationally ranked Rutgers lacrosse team, was an honorable mention All-American last year in the midfield position, and was All-American this year. Brother Ed (bottom picture), a junior who has been classed by his coach as "one of the better lacrosse defensemen in the country," made the All-American team this year for the first time. Both were named to the All-American team by the Lacrosse Hall of Fame Foundation. Andy and Ed were credited with playing key roles in Rutger's finishing with a 9-3 regular season record and being one of 8 teams invited to the NCAA tournament. The brothers are majoring in Economics at Rutgers.

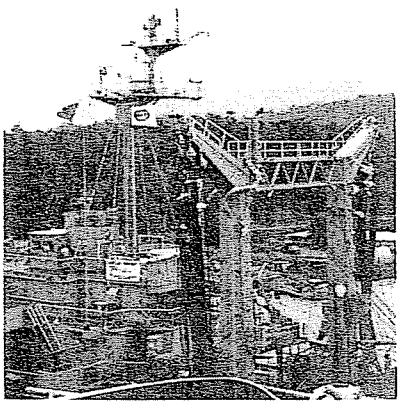
Captain Haugevik, who started his paid leave on August 8, is now touring Norway and Sweden with his wife. They were met in Norway by the two sons who are spending part of the summer traveling Europe on their own. Before leaving the U.S., Captain Haugevik arranged to purchase a Volvo from the factory at Goteborg, Sweden, so that the family will have ready transportation. They plan to visit relatives, friends, and sightsee for about four weeks. At the end of the tour, the captain plans to ship the Volvo to the states.

THIS BIT OF information is not meant to take anything away from the *S.S. Manhattan*'s Northwest Passage voyage. It was plenty rugged and the vessel's officers and crew performed an outstanding job maneuvering the big ship through many dangerous areas and situations.

But there is a man, named Tony Dauksza, who sailed over a large part of the Northwest Passage route covered by the *S.S. Manhattan*—and he did it alone and in a canoe. He was featured recently in a newspaper article in the *Christian Science Monitor.*

It took Mr. Dauksza six summers to cover the 3,200 miles from Point Barrow to Pond Inlet in Baffin Bay, paddling, sailing, and sometimes using a small motor to get across the hazardous parts more quickly. He traveled the Northwest Passage during the summer when the thick ice melted. Each time approaching winter walled him in, Mr. Dauksza flew from his farthest point of progress to his home in Grand Rapids, Michigan, where he carried on with his regular job until summer when he'd return to the Arctic to continue his canoe trek. He slept in a small igloo-shaped tent and lived mostly off the land—caribou, duck, goose, and fish.

According to the newspaper article, he is the only man to traverse the fabled Northwest Passage in anything other than a ship. "I love being alone with the Arctic's enormous desolation so that I better appreciate the work of the good Lord," he explained, and added: "The Arctic is so quiet you can hear it and I am exhilarated by the adventure and the feeling of well-being that comes from physical effort."



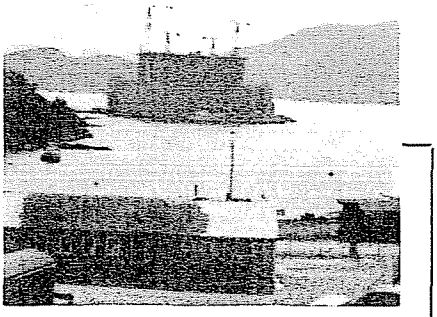
"IMAGINE OUR SURPRISE when we saw a Navy oiler, the AO-105, flying the Esso house flag when we were in Subic Bay recently," said Captain Roy H. Ewell, master in the *Esso Washington.* Although Captain Ewell was unable to learn why the oiler had an Esso flag aboard, it can be assumed that she hoisted it when she came into port as a courtesy gesture designed as a salute to the *Esso Washington.* Thank's Navy.

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WHEN CLARENCE M. DOMINGO, OS in the *Esso Newark,* went on paid leave recently, he and his wife and their three children took to the highway in a rented mini motor home. Mrs. Domingo is secretary to Lawrence Roth, manager of the San Francisco Branch Office at Benicia, California. The Domingos drove from their home in Napa, California, to Houston, visiting the Grand Canyon and other scenic areas along the way. In Houston, they added to their touring family when they were joined by Mrs. Domingo's sister and her three children. The 9-member crew visited Six Flags Over Texas in Dallas, then drove to Tulsa, Oklahoma, and on into Missouri to sightsee through the Ozarks. They also toured parts of Arkansas before returning to Houston to discharge the four local passengers. On the return to California, they visited Cuidad Juarez, Mexico, to give the kids a chance to say that they had been outside the U.S. "Traveling by motor home is great, especially with children," said Mrs. Domingo. "We were gone a month, drove 7,000 miles, and ran into trouble only twice, once when we broke a fan belt, the other when we had a blowout. We found camping facilities very good, most of them having complete hookup equipment and some even had swimming pools." The Domingos and their mini motor home are shown above. Clarence is on the left with Cyndi, Gary, Scott, and Mrs. Domingo.



NILS VINDENES, chief engineer, who retired recently, sent the accompanying picture showing the building of the world's largest underwater oil tank which will be sunk in the North Sea. He took the picture while touring Norway recently. He also sent along some newspaper clippings describing a large Esso Motor Hotel that recently opened up in Trondheim, Norway. "The Esso Motor Hotels here and in other cities have every modern convenience and are well worth considering as places to stay when traveling Europe," he said.



WHEN THE ESSO MIAMI was in Todd Shipyard in Brooklyn, New York, early in July, Third Mate Brian E. Thomas took this picture which might be titled "A Study In Concentration." It shows Chief Mate Jack T. Stillman, left, and New York Port Captain Cecil P. Sperl right, conferring with shipyard supervisors on specifications for converting the vessel's cargo tanks into grain tanks. The vessel later loaded a part cargo of corn at a grain elevator in Albany, New York, and completed her loading at Philadelphia. She sailed on July 10 for Inchon, Korea, where she was scheduled to start discharging her 25,000-ton grain cargo on August 9.

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Vila Says: "I Overtrained For USCG Exams"

(Continued from page 1)

lie O. Henderson, and Thomas J. Bov and Captains Edward M. Crawford and Arthur W. Smith, all of whom either encouraged me or wrote letters to the U.S. Coast Guard stating my qualifications and recommending that I be permitted to sit for a license. This permission was granted and I decided to prepare for the exam by attending the American Marine School in New Orleans.

"But one other obstacle seemed to be getting in my way—money. I needed enough to pay my expenses while attending the school, yet I had to send every bit that I could make home to help support my family. My daughter, 18, was entering college and this took an extra amount.

"Fortunately, I was in the *Esso Houston* when she went on an overseas grain trip and was able to accumulate extra paid leave time and money that I needed to attend school and pay my room and board and other expenses. I also used the time to study and to question others in the engine room who had taken the examinations.

"When the ship returned to the states, I went home to Baymon, Puerto Rico, for a short while, then returned to New Orleans and entered the American Marine School in January. Man, the instructors sure know how to teach. They even use video tapes so that if you don't understand something during regular class period, you can check out the tape and review it at your own pace that night. I was so eager to pass my exam the first time that I stayed in school about twice as long as normal. In fact, the Coast Guard examiners said that I was overtrained—I didn't really need two months of schooling.

"Then came the first day of the 9-day examination, and talk about sweating palms! Several other men in the fleet who were sitting for examinations encouraged me and we got started. You know, after the first few questions, I settled down and away I went. We were told our grades at the end of each day and I'd call home to Puerto Rico to report to my wife who passed the word to others in the neighborhood. I could almost feel them pulling for me. Also, at the end of each day I marked a big M on my calendar. That stood for Miracle and meant that I had successfully passed another day. I completed the entire examination with an 83.9 average.

"How do I feel now that I have my second assistant's license? GREAT! A whole new world has opened up before me—a fresh start in a new career. There's just no feeling quite like it when you get your license.

"I can look back now and see that most of my anxieties and fears were unnecessary. Don't get me wrong, the license requires a lot of study, common sense, and concentration, but it's not all that tough to get, either."

Mr. Vila served as 2nd assistant for the first time in the *Esso Baltimore* when he took the place of the 2nd assistant who went on paid leave last May. Mr. Vila served in this capacity until June, when he went on paid leave. He returned recently as 3rd assistant in the *Esso Bangor*.

EQUITY PORTFOLIO VALUE $13.52

The Thrift Fund Trustee reports the value of each unit in the Equity Portfolio as of the last business day in July, 1972, was $13.52.

Last Business Day Of	Unit Value
May, 1971	$10.00
May, 1972	13.59
June, 1972	13.30
July, 1972	13.52

Obituary

CAPTAIN WILLIAM G. BARKER, 70, died on June 7 at St. Petersburg, Florida. Captain Barker retired in 1958 with nearly 24 years of company service. He joined the Esso Fleet in December, 1933. During the next 10 years he progressed from OS to chief mate. He was serving aboard the S/S *Beaconhill* in the "Forgotten Convoy" that was lost in Northern Russian ports for eight months during 1943. He was master of the *Esso Hartford* when he retired. He is survived by his widow.

RAMON HERNANDEZ, 50, died on July 1 at Mayaguez, Puerto Rico. He had more than 26 years of service. Mr. Hernandez joined the *Esso Baltimore (1)* as OS in January, 1946. Except for short periods as AB and deck-maintenance man, he sailed as OS until 1971 when he requested to sail as messman. He left the *Esso Gettysburg* for medical treatment on June 26. He is survived by a son and a daughter.

CLAYTON SIMS, 3rd assistant engineer, died on June 26 at the U.S. Public Health Service Hospital in Baltimore, Maryland. He was 47. Mr. Sims first joined the company on September 7, 1947, as oiler in the *John D. Archbold*. After a period of broken service, he returned to the fleet in 1959, obtained his 3rd assistant's license in 1965, and sailed in that capacity until his illness. His last vessel was the *Esso Baltimore*. He is survived by a daughter and a son.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Emmett A. Humble, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER.....Editor

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.

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Annuitants Write

(Note: Retired employees read Esso Fleet News *and many write to the editor to describe their activities and to pass along greetings to shipmates. Quotes from several letters follow.)*

"I am now working for the state of Massachusetts, helping to control water pollution. It is not much like being a pumpman on ships, but I still operate a few pumps and also a 12-cycle gas generator, so I'm keeping my hand in at pumping. I am stationed right on Chelsea Creek at the drawbridge, so I sometimes see ships that I worked on in the past. I feel like jumping aboard with my suitcase."

Edward I. Butler, Winthrop, Mass. (Retired as pumpman in 1968)

"I am living in Amora, Portugal, located near Lisbon. This is an excellent area for retired people. It is quite beautiful. The food is delicious and much cheaper than in the United States. In fact, houses and apartments are also less expensive. We live very comfortably with my retirement income in a beautiful five-room apartment. We go to the theatre, beach, countryside, and on sightseeing trips to various parts of Portugal and to other countries. The weather here is excellent—the winters are mild, summers are dry, and nights are cool."

Joao P. Moura, Amora, Portugal (Retired as AB in 1970)

"I didn't do much when I retired in 1968. But in November, 1969, I went to work for St. Mary's Hospital in Clarksburg (West Virginia) as maintenance mechanic. I like the work fine as it is somewhat like my Engine Department job while in the fleet. I fire and maintain boilers. Of course I miss my work in the fleet with Esso and Humble. Both treated me fairly, and I appreciate the fine men I worked with, both licensed and unlicensed. My regards to them."

Lee S. Sayre, Salem, West Va. (Retired as oiler in 1968)

"I am having a wonderful life and I owe it to Esso and Humble. I'm very thankful that I worked for over 30 years for them. After retiring, I came to Greece where I built a house for $15,000 that would have cost me $50,000 in the United States, so you can see the difference in the cost of living between here and there. I walk about seven miles a day, swim, and pick up snails."

Gust Mickros, Sitia, Crete, Greece (Retired as Bos'n in 1963)



Gust Mickros at entrance to home.

Last Lost-Time Injury In The Fleet—July 7

Association Dues To Be Collected Semi-Monthly

One half of the current monthly dues for members of the Esso Seamen's Association, Jersey Standard Tanker Officers Association, Esso Radio Officers Association, and Esso Stewards Organization will be deducted at each pay period, starting with the August 15 paychecks.

In addition, deductions will be made from those members for whom association dues have been paid by the company, but have not been collected from paychecks. The deductions, not to exceed $20 per paycheck, will be made until the balance is paid.

These changes put all dues collections on a "pay as you go" basis, and will help pick up inequities created by unequal paid leave periods.

SERVICE AWARDS

30 YEARS



LARRY A. HANFT, materials assistant in the Marine Department, completed 30 years of company service on July 6. He is shown here receiving a service emblem and watch presented by Emmett A. Humble, general manager of the department.



George F. Leonard
Barge Mate
May 21, 1972

20 YEARS



Reginald Powell
AB
June 10, 1972



Clement DeGrood
3rd Asst. Eng.
March 9, 1972



Theodore Olive
A/Oiler
July 1, 1972

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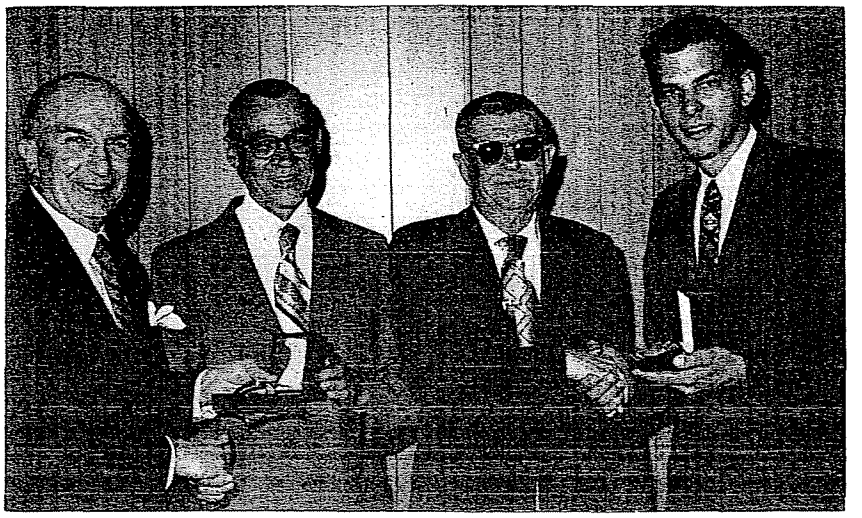
New York Branch Honors 3 Retirees

Three seagoing employees, who have a total of more than 77 years of company service, were honored recently by New York Branch representatives and others at retirement ceremonies and luncheons. The retirees, all who live in Bayonne, New Jersey, and their career biographies are as follows:

JOSEPH L. KELLAHAN was chief engineer in the *Esso Lima* when he retired on May 1 with nearly 29 years of company service. He joined the *Livingston Roe* as fireman in 1938 and became oiler in this same ship later that year. He subsequently served as storekeeper in the *J. A. Moffett, Jr.,* and as junior engineer in the *Esso Williamsburg*. In 1942, he was 3rd assistant engineer in the *John D. Archbold* and in 1943 he served as 2nd assistant in the *Esso Roanoke.* Mr. Kellahan was 1st assistant in the *Esso Montpelier* in 1946, and became chief engineer in this same vessel in February, 1947.

STEPHEN YAROSCHAK, who retired on May 1 as OS in the *Esso Jamestown,* plans to stay pretty close to home taking life easy and maybe visiting the race track every now and then. Mr. Yaroschak joined the company in August, 1939, as OS in the *Peter Hurll.* He left the fleet in May, 1941, and returned in December, 1947, as OS in the *Esso Shreveport.* He served in this capacity in various company vessels until he retired.

JUSTIN A. MURPHY, who retired as AB in the *Esso Lexington,* on May 1, is switching from sea travel to land travel. "I recently bought a new camper that has a shower, galley, and other modern conveniences and Mrs. Murphy and I plan to see some of the U.S. and Mexico," he said and added: "I also like to take pictures and I plan to add to my already extensive collection." Mr. Murphy has 23½ years of service. He joined the company in December, 1947, as deck maintenance man in the *Peter Hurll.* About a year later, he became AB and served in this rating in various company vessels until his retirement.



Above, Al Giallorenzi, left, New York Branch manager, and R. L. Vukin, right, operations manager, present retirement watches and emblems to Stephen Yaroschak, second from left, and Justin A. Murphy. **Below,** Mr. Giallorenzi presents emblem and watch to Joseph L. Kellahan.



Rose Retires With 20 Years Service

ARTHUR D. ROSE, A/Oiler, retired on August 1 with 20 years of company service. He joined the fleet on May 12, 1946, as messman in the *W. S. Farish.* He had several periods of broken service until 1952 when he signed up as messman in the *Esso Portland.* He became wiper in the *Esso Charlotte* a year later, and advanced to oiler in the *Esso New York* in 1959. His last ship was the *Esso Chester.* Mr. Rose lives in New Bedford, Massachusetts.



Pires Takes Life Easy At Home

CHARLES J. PIRES retired on August 1 with 23 years service, all as AB. He joined the company in December, 1948, in the *Pine Ridge.* His last ship was the *Esso Jamestown.* "I want to thank my former shipmates for making my days at sea such pleasant ones," Mr. Pires said. "I wish smooth sailing to the good officers and crews that I've been with." Mr. Pires is taking life easy at his home in New Bedford, Massachusetts.



EXX-MOR-008049