



Second AB Class Graduates Eleven

A class of 11 ordinary seamen successfully completed the second two-week able seaman training program aboard the *Texas Clipper* training ship at Galveston, Texas. They graduated at ceremonies aboard the Texas Maritime Academy vessel April 11.

Sydney Wire, Marine Department assistant general manager, presented certificates of completion to the students. One student was drafted into military service before he finished the course.

All seven students who took the Coast Guard Lifeboat and Able Seaman Examination passed it. Grades ranged from 88 to 94 with an average of 91.3. Others who lacked sufficient time on deck to meet the Coast Guard requirements for qualification will be

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Radio Officers Get \$52 Pay Hike, Other Benefits in New Amendment

The Esso Radio Officers' Association unanimously ratified an amendment to its work contract with Humble that boosted members' pay checks \$52 a month. The across-the-board wage hike goes to all Esso radio officers.

Amendment 5 to the contract was ratified by a vote of 23 in favor and none against. The amendment also provides for changes affecting "dead horse" time, paid leave and retirement benefits.

The so-called "dead-horse" time period has been reduced from seven to five days. When no assignment is available for a radio officer with-

in five days after reporting from paid leave, he will be placed on full pay the sixth day. Dead-horse time is known as the period between reporting from leave for work to actually being assigned to a ship.

A change was also agreed to that allows radio officers with 15 days or more accrued leave time to take paid leave in the event of serious illness or death in the immediate family. Previously only leaves of absence without pay were granted in those cases.

Under the new agreement, however, officers will be granted leave of absence without pay, followed immediately by paid leave, when they have less than 15 days accrued leave time.

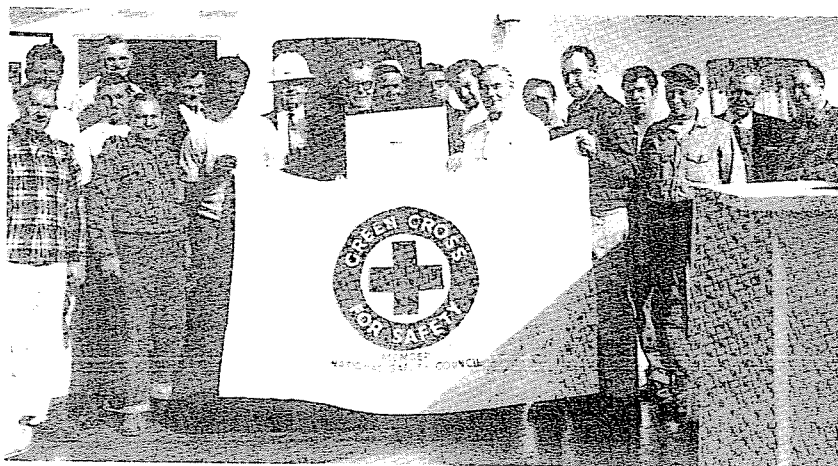
Other changes include a provision for suspension of payments of supplemental retirement income in the event the retired employee becomes employed in a sea-going assignment.

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28 TEMPORARY SEAMEN TAKE REGULAR STATUS

Twenty-eight temporary seagoing employees have recently accepted regular employee status. They are Vangel Asimakopoulos, Earl M. Baugh, Stanley J. Benter, Donald M. Conway, William T. Dough, William J. Farrar, Wesley F. Frazier, Lonnie Jones, Joseph S. Marino, Ray L. Cain, Billy F. Hudson, John J. Knotts, Jr., Jose P. Leitao, Frederick H. Lotz.

Also Luis A. Mestre, William E. Michaud, Jr., William Moore, Ronald T. Tarpey, Howard Vanright, Harold Bohlinger, William B. Cash, Denver L. Gleason, Richard Sheller, Frank R. Adams, Gerald J. Hargett, Hugh Newman, Norman E. Pollard, Scott Stevenson, Hector Serrata, Henry S. Williams and Arnold E. Wilson.



A SAFE SHIP. A Marine Department Certificate of Safety was recently awarded the Esso New Orleans in recognition of the officers and crew who sailed her from beginning to end of 1968 without a single injury resulting in time lost from work. The award was presented by Capt. Frank L. Hooper, port captain, to the ship's master, Capt. James H. Mercer. On hand for the presentation ceremony aboard the *New Orleans* at Baytown were (left to right, front to back) Radio Officer Hartwell A. Baxter, Chief Mate Jack H. Morrell, AB George D. Sanchez, AB Robert A. Fagerstrom, Chief Engr. Walter W. Werner, Messman Bobby Lyons, OS James R. Sharp, Mr. H. H. Teller of the Baytown Branch, Capt. Hooper, OS Jose G. Santos, Pumpman Raymond E. Mott, Messman Thomas B. Jensen, Capt. Mercer, OS Albert Garcia, Second Asst. Linwood E. Davenport, Messman Richard Garcia, AB Clyde E. Sargent, Safety Officer, A. B. Randall and Steward James Vierra.

Medical Benefits Extended to Handicapped Children Regardless of Age

Major medical insurance benefits have been expanded under Humble's group policy for seagoing personnel and annuitants following discussions with their unions.

An amendment to the group policy provides for coverage of retarded and physically handicapped children regardless of age. The new provision extends benefits to "an

unmarried child, regardless of age, who is incapable of self-sustaining employment by reason of mental retardation or physical handicap. It becomes effective May 1 by agreement with Travelers Insurance Company.

Paul McEwan, head of Seagoing Personnel, pointed out that the insurance will pay medical expenses

only. "It does not," he said, "pay for such related expenses as education, special training or bed and board in a school or other institution, a place of rest or a nursing home."

The standard major medical deductible provision applies to the additional coverage. The deductible amount is equal to two per cent of an employee's annual earnings. In the case of an annuitant, it's two per cent of his pay in the year prior to retirement.

A child retarded or handicapped prior to his 19th birthday can be enrolled provided:

- He has remained continuously so incapable to the date of the claim and
- Was covered under the program as a dependent at all times while eligible after his 19th birthday.

Medical coverage will apply even if a child is under a doctor's care and confined in a hospital for a separate condition. The new major medical benefit continues so long as a child is chiefly dependent on the insured employee or annuitant for support. Mr. McEwan urged major medical insurance participants who have dependents eligible for the new benefit to contact the Seagoing Personnel Section.

Retired Pumpman Wins Friends With Flowers, Lemons

Jacob H. Bumgarner (retired pumpman) is supplying his neighbors in Claremont, Fla., with poinsettias and lemons. "My neighbors never need for lemonade or lemon pie," he writes from his home 25 miles west of Orlando. Jake's "mother" poinsettias have produced

some 600 clippings now growing in neighbors' flower beds. The crop from his two ponderosa lemon trees is equally popular.

Since his wife died, he has taken to traveling around the state. "Now that Disney World is almost completed I will spend some time there," Mr. Bumgarner says. "It's only 20 miles from home on Route 27."

"I have been around a long time, seen and done a lot of things," Jake recalls, "but I will say that my time with Esso was and still is something in my life that was good and in all truth I really miss being a part of it. I look forward to the *Fleet News* to see what some of my old shipmates are up to and how the younger ones are getting along. The best to all of them."

Radio Officers (Cont'd from Page 1)

The amendment also spells out the sixty-month guaranteed retirement income as applied to supplemental retirement benefits to a beneficiary in the event of an annuitant's death during the first five years after retirement.

Copies of the complete amendment have been made available to members by the Radio Officers' Association.

AB Training (Cont'd from Page 1)

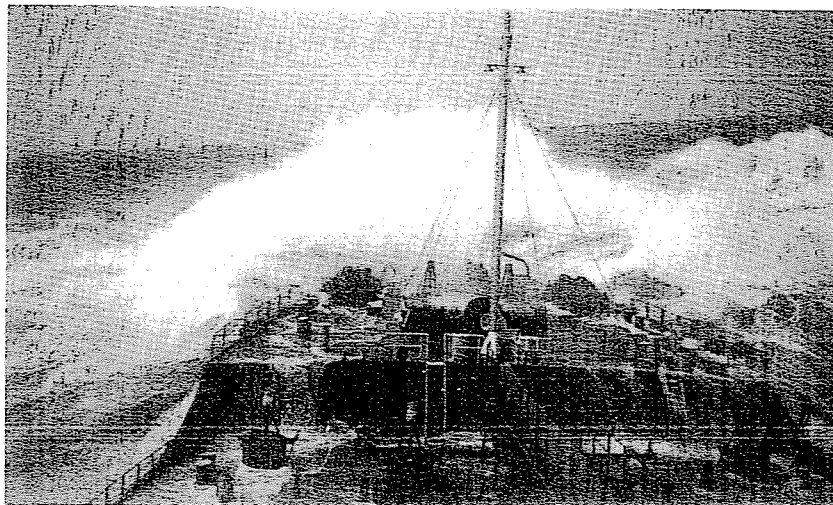
tested at a later date.

Graduates of the Second Marine Department-sponsored able seaman course are Colon W. Cowart, Herman R. Cumbee, Keller E. Gilyard, James E. Hyman, George W. Jensen, Juan M. Lerma, Burnice E. Malpass, Walter T. Patterson, Gerald V. Quinn, George R. Rivet and Joseph M. Ruiz. Instructor Michael Sharik III, a third mate in the Esso fleet, started the third class April 14.

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Jim Pitts, Editor

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AN ANGRY ATLANTIC Ocean storms over the bow of the Esso Newark in bucking seas that reached 40 feet and more during a six-day gale on her recent voyage from Capetown, South Africa, to St. John, New Brunswick, Canada. Earlier in the voyage the ship also delivered cargo to Pakistan and India, and loaded in Iran. Capt. Julius E. Wend—who snapped this picture from the bridge—will take the Newark on another world-wide journey from Baytown, Texas, to Bombay, India, starting April 25.

Two Esso Seamen Study for Licenses, Take Radar Training

(Editor's note: AB Bill Tyra recently took time out from his studies at Page Navigation School in New Orleans to give Esso fleet seamen a view of what it's like to pursue an officer's license. Here, Bill reports a phase of training he and another Esso seaman, AB Clarence Day, recently completed at the Maritime Administration Radar Training School, also in New Orleans.)

By Bill Tyra

Since January 1, 1959, it has been mandatory for licensed deck officers to have a radar observer's endorsement. It's said that the requirement was laid down as an outgrowth of the collision of the *Andrea Doria* and *Stockholm* on July 25, 1956. Here were two of the finest ships afloat, each equipped with the most up-to-date radar units, and yet they came together in unrestricted waters, with tragic consequence. Had either vessel made proper use of information provided by radar, the collision might never have occurred.

To insure that American merchant marine officers receive the proper training in radar observation and navigation, the U.S. Department of Commerce, Maritime Administration (MARAD) operates three schools offering radar training programs approved by the U.S. Coast Guard. The schools are in New Orleans, New York and San Francisco.

The complete radar training program includes instruction and training in basic radar, radar theory, observation, operation and use, interpretation and plotting, advanced plotting, collision avoidance and navigational exercises including a simulator course that presents the realism of actual conditions.

AB Clarence Day and yours truly attended the New Orleans school. We were in a class of about 15 students. Our instructor was C. A. Holm. The complete course took eight days.

We spent most of our time in the classroom listening to lectures on radar and radar theory, and were taught to work radar navigational

problems on a maneuvering board, using a relative motion plot. The rest of the time we were in the simulator room, where there is a myriad of electronic components which permit the instructor to simulate actual moving targets, landfalls and harbor entrances on several radar sets at the same time. It gives the student a sense of being aboard ship under actual conditions.

In the simulated problems, Mr. Holm names one man to act as captain (of an imaginary ship) while other students plot positions on maneuvering boards or act as radar observers. Observers pin point positions and advise the "captain," who decides when or where to change his ship's course or speed to avoid a collision.

It gets pretty exciting at times. For instance, some of the simulated targets are closing on your ship at speeds exceeding 40 knots. It keeps the observers and the captain on their toes. All the simulated exercises are realistic, including one problem where we took aboard a pilot.

If there was anything unreal about the simulator course, it was the "black lights" used to illuminate the maneuvering boards and causing pencil marks, paper, triangles and dividers to glow in vivid colors that are out of this world.

Every one in our class graduated and we received our diplomas and certificates of training as radar observers on March 12.



AB Clarence Day learns to use radar at Maritime Administration course in New Orleans.

Bill Tyra forced himself away from his books at navigation school in New Orleans long enough to snap this picture of a float in the Mardi Gras parade that highlights the world's biggest free-for-all.



TAFFRAIL TALK

Congratulations! to Captain Bertram O. Christensen. On his first voyage as skipper he took the *Esso Florence* from Charleston, S.C., to Jacksonville, Fla. on April 2. Taking command of a ship is a landmark in any sailor's life. And no doubt Capt. Christensen will remember the *Florence* as a special ship in his seagoing career.



This familiar picture of (l to r) Messman Hector M. Serrata, his cousin, Ordinary Seaman Juan M. Lerma, returning in the *Newark* from a foreign voyage and showing their souvenirs to Mr. Serrata's brother-in-law, Second Cook Frank Sanchez, appeared in the April 3 issue of *FLEET NEWS*. Unfortunately, Mr. Lerma, center, was erroneously identified as Durwood J. Hedgepeth. The editor apologizes to both Mr. Lerma and Mr. Hedgepeth.

RECENT RETIREMENTS

First Asst. Engineer John Outwater III, who sailed in the *Esso Boston* for the past two years, retired April 1. He had more than 21 years' service. Mr. Outwater joined the company as second assistant in August, 1947. He was promoted to first assistant in the *Red Canyon* in 1948 and first sailed as chief engineer in the *Esso Bangor* in December, 1957. He had been relieving chief engineer until his retirement.

Mr. Outwater lives in the Bronx, New York City, with his wife, Isabel, and daughters Lynn and Jackie.

Able Seaman George Lucik had more than 21 years' service in Esso ships when he retired April 1. He signed on as able seaman in December, 1947, in the *Esso Hartford*. Mr. Lucik took part in 13 invasions in the South Pacific aboard a Coast Guard L.S.T. during World War II. After the war he served in Army transport vessels, the *Henry Gibbons* and the *Maritime Victory*, before signing on with Esso. His last assignment was in the *Esso Baltimore*.

Mr. Lucik retired in his native New York at Endwell where he plans to spend his free time golfing, fishing, gardening and traveling.

Able Seaman Hans Sanness joined Esso more than 18 years ago. He retired April 1. The *Bayway* was his first ship and he sailed in her as able seaman. His last voy-



age prior to retirement was in the *Esso Scranton*.

Mr. Sanness was born in Kristiansund, Norway. He and his wife, Anna Mae, are living in Baltimore, Md.

Utility Man Manuel B. Mingola made his last voyage with the company in the *Esso New York* before retiring April 1. He had more than 20 years' service. Mr. Mingola sailed in Black Diamond Line and Gulf Oil Corp. ships before and during World War II and "saw other ships torpedoed during the war."

Born in the Cape Verde Islands, Mr. Mingola lives at New Bedford, Mass. He plans to work in his brother's restaurant, do some fishing and enjoy life. Mr. Mingola has a daughter, Olavo, 20.

DEATHS



Bernardo G. Solano, 74, who retired as bos'n in March, 1959, died January 29. He lived in Makati, Rizal, Philippines. Mr. Solano joined the company as able seaman in November, 1937. At the outbreak of World War II, he was in the *George G. Henry*, which was anchored in Manila Harbor when Pearl Harbor was attacked and escaped through minefields to Australia to become the only privately-owned American-built tanker to fuel Navy ships in the southwest Pacific. He also served in the *Esso Wilmington*, *Esso Philadelphia* and *Esso Annapolis* during the war years. Mr. Solano once described the *Esso Parkersburg* as "just like home to me" after sailing in the vessel for almost four years. He was a native of the Philippine Islands.

Edward J. Chadbourne, 87, died March 30. He retired as assistant port engineer in New York on New Year's Day, 1947. Mr. Chadbourne graduated from the Massachusetts Nautical School in 1903. He sailed as oiler and later as second assistant engineer in ships for United Fruit Company and the Ward Line, worked in marine construction at the Fall River Shipbuilding Company, Quincy, Mass., sailed with the Metropolitan Line as relieving engineer, first assistant and chief engineer. Mr. Chadbourne joined the company as chief engineer aboard the *SS Ardmore* in May, 1917.

In the early '30s he was assigned as chief engineer in charge of ships tied up in the Paxtuxent River near Solomons, Md., and came to be known in the fleet as the "Mayor of Solomons." Later he sailed in the *Ethyl* and in May, 1944, was named assistant port engineer in New York. Mr. Chadbourne lived in Solomons, Md., at the time of his death.

Able Seaman Uszer E. Aldorf, 50, was stricken with a fatal heart attack aboard the *Esso Washington* March 29. He was airlifted by Coast Guard helicopter from the ship to a baseball diamond adjacent to the New Orleans Public Health Service Hospital. The *Washington* had departed Baton Rouge for New Haven late the previous day and at the time of Mr. Aldorf's attack was in the Gulf of Mexico. He was hired in July, 1967.

Mr. Aldorf is survived by his wife, Audrey, and three children, Uszer Edward, Jr., David Lee and Lilian Anne, all of Norfolk, Va.

