ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Lion Country Safari

By RADIO OFFICER WALLACE A. FINDLAY

Photos by the author

One of the newest and most exciting attractions in Florida is "Lion Country Safari", about 20 miles west of West Palm Beach on U.S. 98, commonly known as Southern Blvd. to the natives.

This $3.3 million game preserve consists of 640 acres of simulated African veldt with 8 miles of paved safari trail winding through. There is a 14' high galvanized steel fence, topped with 5 strands of barbed wire, encircling the entire park.

Any resemblance to a zoo is strictly in reverse with your car becoming a people cage!

Admission is $2.50 per person, and if you are inclined to worry about your car, Avis will rent you one for another $2.50. If you have a convertible, this is a must.

There are over 100 lions roaming free here, plus elephants, giraffes, zebras, elands, impalas, monkeys, ostriches, and various other animals.

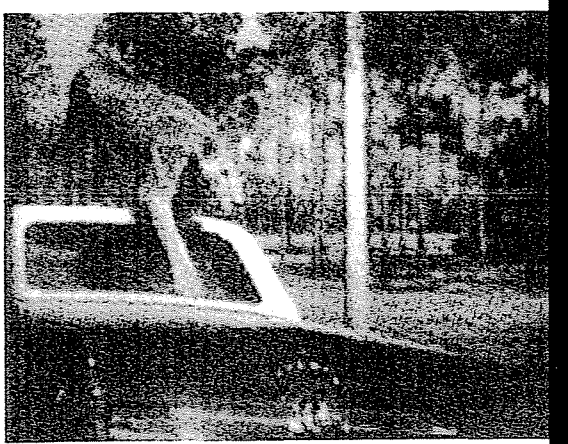
The lions are exceedingly well fed, eating about ½-ton of raw meat daily. With all the windows in a car, I for one was happy to know they were not hungry.

Although naturally lazy, they can and do indulge themelves with such amusing (to others) antics as jumping on the roof of your car, sitting on the hood and snarling through the windshield at you, biting your tires (rather disastrous to the tire) or just lying down in front of your car.

For safety you are required to keep your windows closed and are forbidden to leave your car. There are 20 game wardens who patrol the pre-



A lioness on the prowl along one of the trails in Lion Country Safari. Females weigh up to 300 lbs.; the males 500 lbs. and measure 8 to 10 ft. from nose to tip of tail.

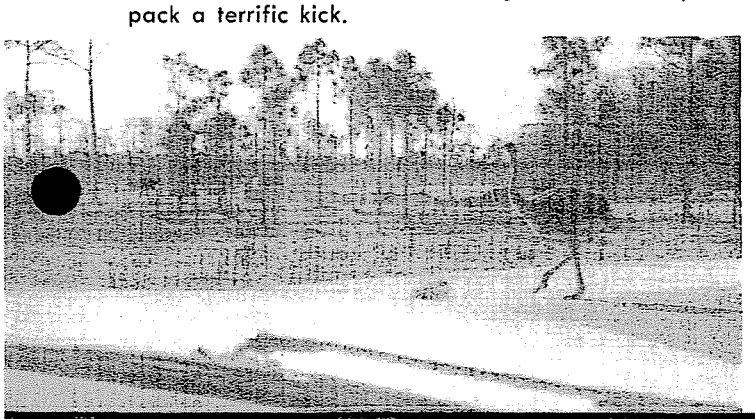


This is cute—provided it isn't your car. But better than a lion on your roof is a tiger in your tank.

We'd rather suspect that the lowered head and wrinkled nose on this "king of beasts" are pretty broad hints to back off — pronto. Male lions have phenomenal strength, being known to jump over high fences with a goat or other prey in their mouths.



Ostriches (foreground and left background), the largest living birds, run up to 8 ft. high and 300 lbs., and pack a terrific kick.



EXX-MOR-007208

serve in zebra-striped jeeps. In case of a breakdown rescue tractors can be summoned by blowing your horn.

Other attractions include a pet corner, restaurant and African Curio Shop.

Open every day from 9 a.m. to dusk, it makes a different and exciting way to pass the time.

Esso Newark Aids 2 Fishing Vessels

Two calls for assistance on successive days were received and answered by the *Esso Newark*, Captain J. E. Wend and Chief Engr. Nils Vindenes, during a passage from Northville to Sabine Pass, March 8-14.

The first vessel was the trawler *Linda Charlene*, to which the *Newark* was directed by a Coast Guard plane at 1400, March 12. The trawler was about 160 miles WNW of Dry Tortugas, taking on water and in need of a pump. The *Newark* supplied a hand-operated barrel pump which, Captain Wend said, "seemed to be of great help to them and no further assistance was needed."

The second call was from the *Captain Joel*, via USCG radio, New Orleans, at 0830, March 13. This fishing vessel was about 125 miles WNW of the first one and when the *Newark* came up to her, the crew had already transferred to another fisherman. The only assistance requested was a tow rope, which was furnished.

Captain Wend reported 20′ seas and 40-50 mph. winds from the WNW during these operations and that the *Newark* had been proceeding at half-speed.

TAFFRAIL TALK

JOHN M. SACHS, Operations Manager, New York Branch Office, has been appointed Manager of the Marine San Francisco Branch Office to be established at Benicia, Calif. Mr. Sachs will transfer to Benicia about Sept. 1 and will be located in Houston about 3 months before that.

ROBERT T. WILLIAMS, JR., Head of Long Range Economics and Planning, will replace Mr. Sachs as Operations Manager in the New York Office, effective April 15.

Esso Dallas has been chartered to the MSTS for 5 months, starting with a loading at a Caribbean or U. S. Gulf port about April 18-20. The first discharge port is still to be decided.

Felt a twinge of regret the other day when HOWARD W. MENIG, JR., Chief Engr. in the *Esso New York*, told us there are no more farm and acreage bargains in Vermont. Mr. Menig, who has some property near Randolph in the center of the state, said that even a neglected old house on a hilly tract of land was listed at $22,000.

Our regret springs from bygone years when we used to read the farm and acreage ads in the New York Sunday papers. Some of the most "moving" prose in the English language appears in real estate ads.



ALTON H. TSCHIRHART, our new Electronics Specialist, joined the Company last October as a Radio Officer and came ashore March 1, when John Trainor retired. He will carry on John's maintenance and repair work on gyros, radar, television and other electronic devices.

Al's experience with electronics has been extensive. Recently he worked for Texas Instruments on ocean seismographic research in the Mediterranean and Aleutian Islands and previously was a service engineer and technician with Mackay Radio, Gulf Radiotelephone and IBM. He got his early training through a correspondence course and 6 months at the Kessler Air Force Base Ground Radio School, Biloxi, Miss.

Born in Stockdale, Texas (40 mi. ESE of San Antonio) Al is building a new home between Houston and Baytown. He and his wife Rose Marie have 3 sons, aged 7, 6 and 4.

RECENT RETIREMENTS



CAPTAIN EINAR SKOLEM. "It was a cloudy, windy day," Chief Steward Fred Eimans said, "when Chief Mate Edmund F. Mahoney assembled the crew of the *Esso Boston* after the usual fire and boat drill. He invited Captain Skolem to attend and after a few preliminaries, expressed the appreciation and gratitude of all the men for the fairness and squareness of the Skipper and then gave him a going away present in the form of a purse. It was his last trip before his retirement, March 1. Prolonged applause seconded Mr. Mahoney's remarks."

"It was a heartwarming gesture," Captain Skolem said, "and I found it quite impossible to fully express my gratitude."

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: T. J. Fuson, 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, Texas 77001.

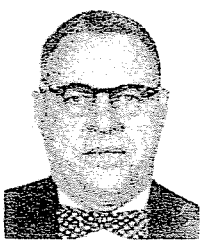
FLASH - Esso Radio Officers Association and Company negotiate amendment, March 26, providing wage increase and 20-year, any age retirement option.

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Thinking back over his career, Captain Skolem had blurred memories of the odd jobs he had in the 1920s after he came to the U.S.A. from Norway. "But I remember the first one," he said. "in a stockroom where I worked 60 hrs. a week for $18. I also remember sailing AB for $55 a month in the *Surailco*, of the Hungry T (beg pardon) Transmarine Line."

Captain Skolem's 37¾ years with Esso began in Aug. 1927 when he signed on as AB in the *S. B. Hunt*. He advanced to Third Mate in the *T. J. Williams* in Jan. 1931 and to Chief Mate in the *George G. Henry* in April 1938. He sailed in this rank and as Master of the *Thomas H. Wheeler* throughout World War II, surviving the torpedoing and sinking of the *Arriaga* on June 23, 1942. For nearly 10 years (1947-57) he commanded the *Esso Worcester* and since then, the *Esso Bangor*, *Jamestown* and *Boston*.

Captain Skolem and his wife Lillian live in Portland, Conn. They have 2 children, Peter, 15 and Kathleen, 13.



PUMPMAN WILLIAM H. TRUEHEART, JR. retired Feb. 1 on disability. All but one of his assignments during his 17 years in the Fleet were as Pumpman or MM/2P. He started as 2nd Pumpman in the *Esso Bridgeport* in Jan. 1950 and last sailed as Pumpman in the *Esso New Orleans*.

In addition to his Company service, Bill put in 2 years with the Coast Guard (1931-33) and was a casting foreman and superintendent, respectively, with American Smelting & Refining and Revere Copper & Brass for 11 years.

The rest of his story was told so well in his own words that we are printing his letter below.

"I am going out on a medical retirement, as you probably know, after a year on sick leave. I was an out-patient at PHS Hospital, Brighton, Mass., where I am still under care. The Everett Marine Office, in particular Flash Gordon and George Poor, gave me excellent attention.

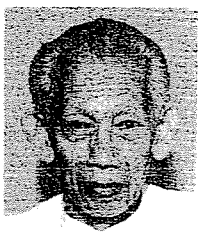
"I will be able to continue limited work but not anything like chasing up and down pumproom ladders or running to shut off No. 3.

"I have purchased (with my brother-in-law) a bar and cafe here in Chelsea, The Triple C Cafe, at 15 Everett Ave. I am enjoying moderate success and have been visited by a few of my old shipmates. I do mainly the book work and the bitching and griping, for which my seagoing career has admirably trained me.

"I will remember the years I spent on the ESA Board of Governors and the efforts that now seem to have born fruit with the ratification, by an overwhelming majority, of the long-sought 20-year, any age retirement.

"I am married to a wonderful gal, Marcella, who had to put up with a lot during those ESA years. We have two children of whom I am quite proud: Major William H. Trueheart, now in Vietnam, and Marcella, a teacher in Wadsworth, Ohio. We are blessed with SIX wonderful grandchildren, two boys and fours girls, ranging in age from 1 to 10 years.

"Godspeed, fair weather and good saling to all my old friends."



SECOND COOK SIMPLICIO J. TIROL became an annuitant March 1, after 17½ years of credited service and attaining the mandatory retirement age. His first Company ship was the *Baltic*, in which he was Second Cook for 6 months in 1944. Following 6 years with Isthmian Lines, he rejoined the Fleet in March, 1951 and served continuously as Messman, Utilityman and Second Cook until his retirement.

Born in the Philippines, Mr. Tirol worked at a summer resort in California and sailed with Standard of Calif. and American Hawaiian in his earlier years. He has beeen living in Brooklyn, N. Y. but plans to revisit the Philippines.

Raise in Grade

RAYMOND D. REID — to 2nd Asst., Mar. 19.*

* Date reported to Company.

WORDS OF THE WISE

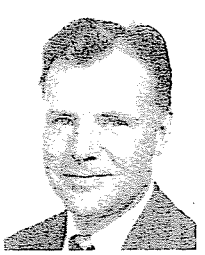
When anger rises, think of the consequences. — *Confucius*

The way some people keep a secret is to keep it going.

For everything you have missed you have gained something else. — *Emerson*

Two things bad for the human heart — running up hill and running down people. — AB *Carl Vella*

A garden is a thing of beauty and a job forever.



30 Years' Service

CAPTAIN C. PAUL SPERL

Assistant Port Captain
New York Branch Office

March 25, 1968

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New Regular Employees

The following men are recent additions to our roll of regular seagoing employees and as such are entitled to put their feet under our considerable Benefits Program table, with the exception of a few who will not become eligible to participate in the Thrift Fund until they meet the one year's service requirement:

ROBERT J. ALCOX
J. L. M. ARMENDARIZ
JOSE C. DOMINGUES
JAMES F. FERRARI
JOAO L. GONSALVES
JAMES E. HARRIGAN
JUAN M. LERMA
JAMES R. LIBBY
LEROY B. MIDGETTE
IVAR L. MIKALSEN
EDWARD C. NUTTER
CHRISTIAN O. OLAFSSON
ROBERT PETRIKAT
JULIUS E. ROHN
J. D. SMITH
JOHN C. VANDERVEUR
ROBERT J. WOLFE

OBITUARY



CAPTAIN JOHN RECKSTIN, 69, died March 2 while visiting his son Edward in California. His wife Erna and a daughter, Mrs. June Silverman, also survive.

A native of Latvia, Captain Reckstin started his seagoing career in a Russian ship at the age of 17. He sailed in many vessels of several nationalities and had nearly 34 years' service in the Esso Fleet. He was Chief Mate in the *J. A. Mowinckel* when she was torpedoed in July 1942 and was Master of the *Esso Manhattan* for 4½ years prior to his retirement, Dec. 1, 1957.

SERVICE EMBLEM AWARDS

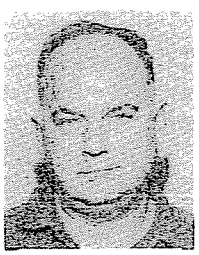
★ **20 YEARS** ★



Franklin E. White, Jr.
Chief Engineer
February 24, 1968



Curtis W. Keech, Jr.
Second Asst. Engineer
January 2, 1967



Walter C. Drivet
Pumpman
February 24, 1968



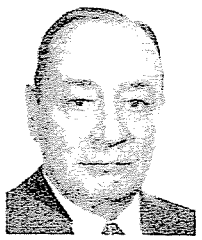
Francis A. Hanlon
Able Seaman
December 26, 1967



George Lucik
Able Seaman
December 26, 1967



Raeford C. Dorman
Oiler
February 18, 1968



CHARLES E. BARKER, 75, former Chief Mate and Master and a resident of Richmond Hill, L. I., N. Y., died March 4. He had been retired since Dec. 1, 1957.

Mr. Barker spent 44 years at sea, over 24 with Esso. He served in the U. S. Navy prior to and during World War I and was Second and Chief Mate in Company vessels throughout World War II.

EUGENE G. OSBORNE, 66, a Radio Officer in the Fleet for 27 years, died March 12 in Bayville, N. J., where he had been living since his retirement, Jan. 1, 1963. He is survived by 3 sisters who live in New Zealand.

Mr. Osborne joined the Company in July 1935, survived the torpedoing of the *E. J. Sadler* in World War II and had long service in the *Esso New Haven*, *Esso Gloucester* and *Esso Lexington*. He was a founder, and for many years Executive Committee member of the Esso Radio Officers' Association.

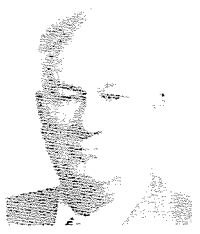
ANFIN B. MONSEN, 69, who retired Dec. 1, 1963 with 12 years' service as Able Seaman and Deck Maintenanceman, died Dec. 1, 1967. His wife, Jenny Marie survives.

Born in Norway, Mr. Monsen sailed in Norwegian vessels and with other U. S. companies before joining the Company in Oct. 1951. He was a resident of New Smyrna Beach, Fla.



ANTONIO DOCAMPO, 81, former Storekeeper, died Feb. 9 in La-Coruna, Spain, where he was born and had lived since his retirement, April 1, 1952. He is survived by a sister, Maria.

Mr. Docampo had almost as much time as an annuitant as an employee. He sailed as Wiper, Fireman and Storekeeper for 17½ years, including all of World War II, and was an annuitant for nearly 16 years. He also served aboard U. S. freighters and tankers in World War I.



HANS J. CHRISTIANSEN, 84, a Fireman in the Fleet for 25 years before his retirement, July 1, 1948, died Jan. 2. He lived in Pocomoke City, Md.

All of Mr. Christiansen's Company service was as Fireman. He had the distinction of sailing 19 years in the same ship *(John D. Archbold)* and 12 of those years with the same Chief (Timothy F. McEligot).

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