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Kelly Accepts Shore Assignment

Ronald B. Kelly accepted a temporary shore assignment last month in the Marine Department headquarters in Houston. He is assisting in cargo layout in Logistics and Planning.

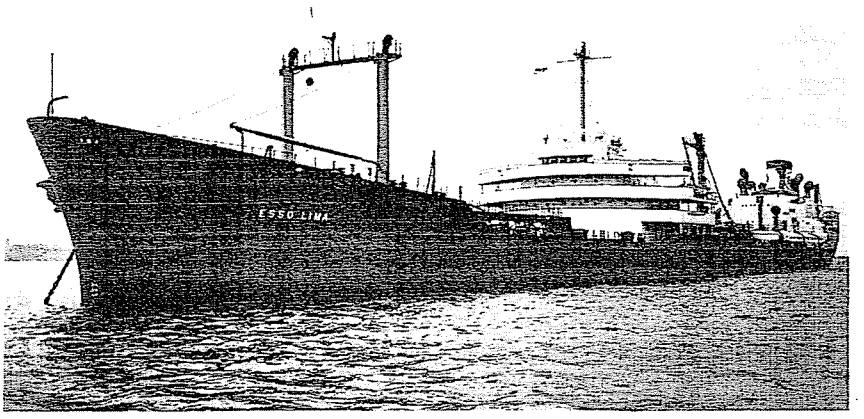
Mr. Kelly graduated from the State University of New York Maritime College in May, 1970, and joined the Humble Fleet the following June as third mate in the *Esso New Orleans*. He served in various other vessels in the fleet until his new assignment ashore.

His assignment is part of an overall Marine Department program designed to provide young fleet officers with the opportunity to serve in shore positions on a rotational basis, and to help qualify them as candidates for possible advancement as opportunities arise.

Mr. Kelly is the 39th licensed officer to come ashore since the program originated in June, 1969. Of this number, 17 trained in headquarters and 22 received instruction at various branch office locations.



Ronald B. Kelly



PROUD AND NEW, the 28,500 dwt *Esso Lima* lays at anchor in New York Harbor awaiting berth to discharge her first cargo in January, 1950. The ship is 628 feet long with a beam of 82½ feet and designed for a speed of about 16 knots.

Marine Selling the Esso Lima

The *Esso Lima,* built in 1949, will be sold by Humble Marine on October 1. She is currently under consecutive voyage charter to Phillips Petroleum Company loading primarily in the U.S. Gulf and Puerto Rico for east coast discharge.

Although disposal of the *Esso Lima* reduces the fleet to 18 ships, the company still has the largest privately-owned fleet of tankers operating under the U.S. flag.

No involuntary layoffs are anticipated as a result of the ship sale.

Humble Fleet Winning Safety Contest

Officers and crew members of both the oceangoing and inland waterways fleet can be proud of their safety record for the first five months of 1972.

According to the latest report from the National Safety Council, Marine Section, Humble's ocean fleet is in first place in the council's safety contest with only four lost time injuries. Branch offices at Baton Rouge, Baytown, and Boston are tied for first place in the safety contest's towing industry, Division 3, with no reported lost-time injuries through May 31.

Also tied with the branch offices are the *Enco Sunshine State* and her barge, the *Enco Port Everglades,* the cross-Gulf tow operated under headquarters Marine Department.

During the first half of 1972, Humble's ocean fleet had only five lost-time injuries. The fleet had a total of 37 lost-time and non-lost-time injuries for this period, as compared to 57 in 1971 which included nine lost-time injuries.

Employees in the inland water-

(See **Safety Contest,** Page 4)

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Business as Usual for Veterans of Arctic Voyage

Go aboard the *Esso Baton Rouge* and there's no sign at all that men who made marine history trek the quiet passageways, sleep and work aboard a ship sailing an almost pattern course between ports in the Gulf of Mexico and the eastern seaboard. Men who broke ice together at the top of the world now break bread together at a table where the feat of the *S.S. Manhattan's* famous voyage through the Northwest Passage is seldom mentioned.

The four aboard the *Baton Rouge* are among the 100-plus ice-hardened veterans of that Arctic expedition who are now dispersed throughout the fleet—able and ordinary seamen, oilers and engineers, cooks and stewards, mates and a few masters. Not unlike ex-astronauts returning to earthbound duties, they've settled down to the more traditional business of doing a job, earning a living and quietly containing the rare personal satisfaction of having done something the whole world took notice of.

And how does a person live in the day-to-day world after tasting adventure and fame?

"It's no different than before," says Captain Roger Steward, master of the *Manhattan* on that epic voyage. "Carrying oil is part of the day's work. It has been for 30 years, and as you can see the *Manhattan* didn't change that."



Captain Roger Steward

Although the master of the *Esso Baton Rouge* rarely speaks of the Northwest Passage voyage, he took leave in June to visit an Arctic comrade in Nova Scotia—Captain Paul Fournier, master of the Canadian Coast Guard icebreaker *John A. MacDonald,* which escorted the *Manhattan* through the passage.

"Captain Fournier later sailed within 300 miles of the North Pole," reports Captain Steward. "We talked about future operations up there. Oh, no, I don't have any inside information. We were just making guesses like everybody else."

Captain Steward's most prized memento of the successful Arctic adventure is "the quarter-pound gold Christopher Columbus Award the Italians gave me." He is only the third American ever to receive the award.

"Oh," he admits, "sometimes a few of us who were on the voyage will discuss certain aspects of it." Others who sailed with him in the *Manhattan* and who are now aboard the *Baton Rouge* are Chief Mate Dale Silcox, 3rd Assistant Engineer Alton Burns and Radio Officer Carl Theneman, who had gone ashore after the ship docked in Baytown.

Like Captain Steward, the other men of the *Manhattan* have given their fair share of talks about the voyage "to everybody from school kids to retired men's clubs and little old ladies in tennis shoes. I guess I've turned down as many invitations to speak as I've accepted. You just run out of time to do it." And, in time, requests were fewer and fewer.

"The public interest in the voyage has started to die down," says Chief Mate Dale Silcox, who sailed in the *Manhattan* as 1st mate. "Unless they are involved in something like that, people tend to forget about it."

Clearly, Mr. Silcox hasn't forgotten: "I'd like to go back up there again. I wished they'd decided in favor of using ships to transport that oil out of Alaska instead of the pipeline. But we were the first to break through the Northwest Passage, and that's like being the first astronaut on the moon so far as I'm concerned."

Mr. Silcox has only one regret: "I was probably the only guy in the ship who didn't bring along a camera," he complains. "But I read all I can find on the passage, and Captain Steward and I talk about the voyage occasionally. But time kind of puts it in the background, and we have current problems to deal with. Of course, I wouldn't trade the experience for anything."

Third Assistant Alton Burns takes a philosophic view of returning from fame to more traditional fare: "Most seamen like a routine thing. Get things out of kilter, out of the ordinary and they get excited and upset. So I'd think



Chief Mate Dale Silcox

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3rd Assistant Alton Burns

most of us were enthusiastic about sailing in the *Manhattan* but still glad to get back to the routine of things. It's certainly not boring, not down in this engine room, anyway."

Mr. Burns adds, however, that "nothing has ever been more interesting or exciting than the *Manhattan's* voyage. I'll never get another order in any ship's engine room to run full speed astern," he grins. "We just don't do that. But we did in the *Manhattan.*"

He also feels an obligation to "tell anybody who wants to know about the voyage how it was. After all it was a privilege to have sailed in that ship on that particular volyage."

What keeps Alton Burns interested now "are the people you meet at sea. I've learned never to underestimate them. Why, I've met at least one seaman who had a law degree. There are a lot of interesting people at sea." And he might have added, that includes the first men to sail through the Northwest Passage.

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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CARLETON A. RANKIN was congratulated by shipmates in the *Esso Boston* who presented him with a gift of money after boat drill on July 23. Mr. Rankin retired as 2nd assistant engineer on August 1 with 22 years of company service. From the left in the picture are: Lee C. Brown, messman; Jose E. Martinez, utilityman; James E. Fowler, chief engineer; James W. Crossland, A/oiler; Mr. Rankin; Henry C. Hyland, AB, Adolfo Arce, Baker; Mario Hernandez, OS; and George E. Organ, 3rd mate;. Mr. Rankin started his career in the Marine Department as oiler in the *J. A. Moffett, Jr.,* in February, 1942. He later left the fleet, returning in July, 1950, as FWT in the *Red Canyon.* Four months later, he became 2nd pumpman in the *Esso Bethlehem,* advancing to pumpman in September, 1951, in the *Esso Wilmington.* In 1959, Mr. Rankin sailed for the first time as 3rd assistant engineer in the *Esso Chattanooga.* He sailed as 2nd assistant in the *Esso Seattle* in July, 1965, and as 1st assistant in the *Esso Huntington* in December, 1968. Mr. Rankin lives in Bellaire, Texas.

WHEN EMMETT W. YOUNG was called to the crew's lounge in the *Esso Huntington* recently, he was handed a wooden box. As Radio Officer John R. Van Cott explains, Mr. Young opened the box and was utterly astounded and speechless when he saw the large number of $1 bills inside—310 of them—all donated, along with a billfold, by the officers and crew to help the retiring Mr. Young start a project he had long dreamed about. He plans to build a hunting and fishing camp near his home in Plymouth, New Hampshire. He is shown here with the box full of $1 bills. Mr. Young retires with 35½ years of service that began in 1936 when he joined the fleet as wiper in the *Wm. Rockefeller.* He became fireman in the *G. Harrison Smith* the following year; storekeeper in the *Esso Bayway (1)* in 1939; watertender in the *Esso Annapolis (1)* in 1940; oiler in the *Esso Little Rock* in 1941, and a few months later he became pumpman in this same ship. He sailed as pumpman in the *Esso Huntington* for the past 14 years.



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