

"Lyman Stewart" was accredited one of the finest tankers afloat and for eight years was engaged in various trade routes. In October, 1922, during a dense fog in San Francisco Bay, she was lost in collision with another vessel.

The hulls of the "La Brea" and the "Los Angeles" were laid down in 1916 and were also built to Company specifications at San Francisco. These two vessels are larger than the "Lyman Stewart," being of 10,000 tons deadweight; identical with the standard practice of present day tanker construction, and are actively engaged in the transportation of Company products at this time.

During the War, 1917-1919, the "Los Angeles" was commandeered by the United States Government and two of the British chartered vessels, the "Lompoc" and the "Cordelia", were requisitioned by the British Admiralty. After the war, when we relinquished our foreign charters, it became necessary to procure additional tonnage to meet transportation requirements, and in 1920 the hulls of the "La Placentia," "Montebello," and the "La Purisima" were laid down at San Pedro at the Southwestern Shipbuilding Company. The "Montebello" and the "La Placentia" are sister ships and are of 12,000 tons deadweight, having a bulk oil carrying capacity of approximately 90,000 barrels. The "La Purisima" is a smaller vessel of about 7500

tons deadweight with a carrying capacity of approximately 55,000 barrels. She is a combination refined and crude oil carrier and is used practically exclusively in our transportation of refined, diesel, and fuel oil from our refineries to Pacific Coast tide-water points.

The "Santa Maria" of 12,500 tons deadweight capacity, or approximately 100,000 barrels, was built in Scotland in 1921. This ship is the largest unit of the fleet and is used practically continuously in the Chile trade due to her size and capacity. She was built in a foreign country and does not, therefore, enjoy the coastwise trading privileges that our other American-built vessels have, although she flies the American flag.

Due to the loss of the "Lyman Stewart" and the "Whittier" in 1922, the 10,000-ton tankers "Cathwood," "Deroche" and "Utacarbon," as well as the 6000-ton tanker "Warwick," were purchased from the United States shipping board during the year 1923 and 1924. Their hulls (with the exception of the "Warwick") are similar to the "Los Angeles" and the "La Brea." They have proven exceptionally fine vessels. The "Warwick" being a smaller ship of approximately 46,000 barrels capacity is used in our refined coastwise trade.

The steamer "Radiant" was purchased in 1925 to be used as floating storage at Ketchikan, Alaska, and after being used for that purpose for about a year and a half was returned and put into active service in the Company's coastwise trade. She plies mostly from Oleum to the northwest and is a vessel of approximately 23,000 barrels capacity.

The Company recently purchased a small 11,000-barrel tanker in London to be used in the Canadian and Alaskan trade. This vessel is to be utilized for the movement of refined oils to our many Canadian stations. She will eventually fly the Canadian flag, and will be known as the "Unacana."

Numerous river craft, bay barges and work launches are also in operation at the major Pacific Coast ports.



Union Oil vessels arriving at the harbor must undergo the rigid scrutiny of these two men. Left, George B. McLean, port engineer, and Capt. H. Halvorsen, port captain.