

UNION OIL BULLETIN



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Our Deep Sea Fleet

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Ship Dispatcher

THE white "U" on the black stacks of the trim-hulled tankers of the Union Oil Company's deep sea fleet has become a familiar sight to the mariners plying the trade lanes of the Pacific and Atlantic during the past 25 years. Tireless carriers—these vessels transporting California oil products to the far flung ports of the Western Hemisphere. They are here today and gone tomorrow.

There are no long delays in their home ports where they load cargoes and clear in from eight to 24 hours. This is made possible by the perfection of machinery and loading methods and co-operation between dock and ship crews. As a result, the tankers spend only about four per cent of their time in port. The rest of the time they are at sea. This accounts for the fact that during 1928 the company's twelve tankers transported a total of 28,106,895 barrels of oil cargo and covered a total distance of 720,584 miles.

During the past few years our tankers have at various times gone as far north as Nome, Alaska, and south as far as around the Horn and up to Buenos Aires. They have been west as far as Hankow and Shanghai, China, and eastward to Montreal, Canada, Rotterdam and Hamburg. They are not strangers either in the Antipodes and they have "rolled down to Rio" (Rio de Janeiro) and to Pernambuco, Brazil. The man who ships on a tanker sees more sea in a year than most sailors do in two, and most men in a life time.

Transportation of oil by tankers is of comparatively recent date. Thirty-nine years ago, when the company was incorporated, marine transportation of bulk oil was practically unknown. The first oil tanker built on the Pacific

Coast as an experiment to get away from the high cost of rail shipments was, the "Hardison," constructed in 1888 for Lyman Stewart and W. L. Hardison, two years before the incorporation of the company. This vessel had a capacity of approximately 6500 barrels. She was short-lived, however, and soon after being put into service caught fire while loading at Ventura and burned to the water's edge.

The first vessel built for the Union Oil Company was the "Santa Paula," a full-rigged schooner. She was completed in 1900 and made many memorable voyages to the Hawaiian Islands, to the Northwest and coastwise. Her capacity was 8500 barrels. Oddly, after twenty-nine years of continuous service she is still operating in San Francisco Bay as a fuel barge.

The "Fullerton" was built for the Company in 1902, a barkentine of approximately 16,000 barrels capacity or twice the size of the "Santa Paula." She was followed in 1903 by the "Whittier", a steamer of 11,000 barrels capacity and at that time the pride of the Company, being the first steamer owned. Every rivet in her hull was hand-driven, which illustrates the laborious task undertaken at that time to build a steel tank vessel. Many were the odd voyages made by the latter vessels in the deliveries of their cargoes; notably a tandem tow by the "Whittier" to the Hawaiian Islands with the "Fullerton" and the "Santa Paula." The "Fullerton" outlived her usefulness and was eventually sold as a fishing barge. During a gale off Redondo Beach, California, recently, she was blown ashore and wrecked. The "Whittier" was wrecked on Saunders Reef off the California Coast in 1922, without loss of life.

In 1906 it was found necessary to acquire additional tonnage and the ex-cargo and converted tank vessels "Washtenaw" (25,000 barrels) and "Lansing" (42,000 barrels) were purchased. The steamer "Roma" was chartered for an indeterminate period so that the increasing offshore business of the Company could be adequately handled.

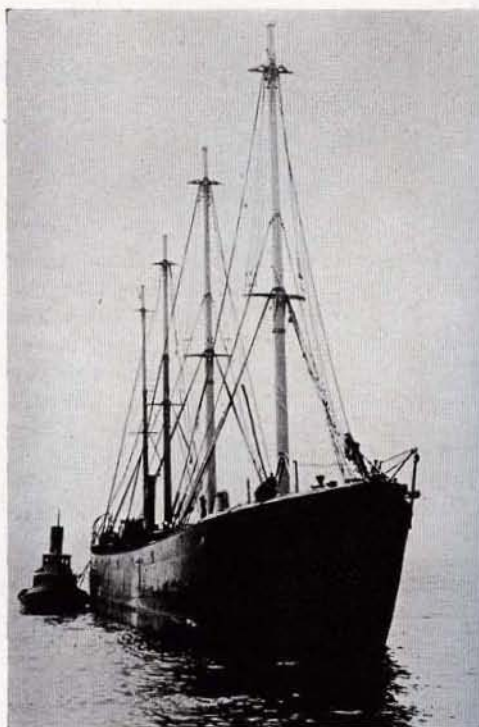
The year 1907 saw the addition to the fleet of the "Argyll" (26,000 barrels) a combination refined and fuel carrier. It was necessary to charter two larger vessels for the Panama and Chile trade as well as the Hawaiian business during this year.

During 1906 the "S. S. Santa Maria" and the "S. S. Santa Rita," each of 50,000 barrels capacity, were purchased by the company and kept in continuous operation until sold in 1914.

In 1910 other foreign vessels were chartered and were used exclusively in the Panama, Chile and Canadian trade. Our coastwise laws prohibit the use of foreign flag craft trading between United States coastal ports, therefore foreign ships are unable to compete with the American vessels in this trade, protecting, of course, American bottoms and goods.

The fleet was further augmented in 1910 by the purchase of the "Oleum", (32,000 barrels) a converted tanker, having formerly been a Government dredger. The "Oleum" was reconstructed to carry various grades of refined oils and on her initial voyage from Philadelphia to San Francisco via the Straits of Magellan she carried a cargo of nails in her tanks.

The full rigged steel sailing ship, "Erskine M. Phelps", was purchased in 1913. Her capacity is approximately 30,000 barrels. She was used for a time in the Hawaiian trade, is now engaged in the Port San Luis-Oleum run and is towed by a powerful ocean going tugboat between the two ports. At this point it is interesting to note what has become of the pioneer vessels of the Company's fleet. The "Washtenaw" lies capsized alongside berth 94 in Los Angeles harbor, this



"ERSKINE M. PHELPS"

This steel-hulled veteran of the fleet started as a full-rigged sailing ship. She is now used as a barge.

accident having taken place while the vessel was being fitted out as a whale reduction ship. She passed from the hands of the Company some years ago. The "Lansing" was sold and is now a very successful mother ship to a fleet of whale killer craft. These ships have their base of operations off San Clemente Island. The "Argyll" passed from the hands of the Company and now flies the French flag as a tanker and is frequently seen in Los Angeles harbor.

During 1914, it was decided to build a ship that would be better adapted to the company's needs than any of the vessels previously acquired. Hull No. 116 was laid down in the Union Iron Works (Bethlehem Shipbuilding Corp.) at San Francisco and was built according to Company specifications. This vessel at launching was christened "Lyman Stewart" in honor of our late Chairman of the Board. The

"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 Placencia," "Montebello," and the "La Purisima" were laid down at San Pedro at the Southwestern Shipbuilding Company. The "Montebello" and the "La Placencia" 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.

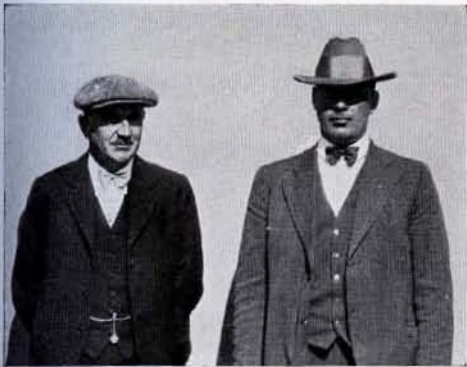
The "Santa Maria" of 12,500 tons deadweight capacity, or approximately 100,000 barrels, was built in Scotland in 1921. This ship is the largest unit of the fleet and is used practically continuously in the Chile trade due to her size and capacity. She was built in a foreign country and does not, therefore, 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.