

Mr. Jerry MacMullen

- 2 -

March 5, 1965

Page 144 -

'As stated on page 135 of the paper, the barkentine wood tanker 'Fullerton' had twin longitudinal bulkheads. She carried cargo in the wing spaces only in order to distribute it over the greatest possible length. At the end of twenty years her keel was as straight as when built. It was not uncommon for wood sailing vessels to have 2 or more feet of hog."

The Fullerton had both diesel and steam pumps. When she arrived in Honolulu, the little sugar plantation locomotives of the Oahu Railroad puffed down to the dock to merge their steam with the Fullerton's so that the pumps could operate more effectively.

Thirteen men made up her crew - captain, two mates, eight seamen, a cook and a cabin boy. The seamen, once canvas was up and the yards braced, spent their time holy-stoning and oiling the decks, painting and polishing.

The Fullerton's main yard measured 90 feet and extended almost 24' outboard on each side of the vessel when she was on the wind. In 1907, with this large spread of canvas she sailed from Port San Luis to Honolulu in a few minutes over 10 days with a cargo of over 15,000 barrels of oil - a sailing record which, I believe, still stands.

In 1903 she participated in an experiment arising out of a critical oil shortage in Hawaii. She was towed, along with the Barkentine Santa Paula by Union's first modern steel steam tanker to the Islands. No such tandem tow over 2500 miles of open sea had ever been attempted. The three vessels between them carried 35,200 barrels of oil - the largest single cargo of oil ever sent to sea (Union's newest tankers carry 850,000 barrels).

The Fullerton first saw the skyline hills of San Diego on November 22, 1907. Sea King Towing Service nudged her into the docks at 3:30 p.m. on that day. She spent the rest of the night and most of the following day unloading 15,974 barrels of light crude and departed at 4:30 p.m.

For twenty years she carried fuel oil and crude oil between San Diego, Los Angeles, Port San Luis, San Francisco and Honolulu. Gradually, the steam-powered vessels, which kept tighter schedules, took over and in later years the Fullerton suffered the indignity of service as a barge. Finally, on January 24, 1921, she was laid up in San Francisco Bay. On April 1, 1925, Mission Transportation and Refining Company of San Francisco, a wholly-owned subsidiary of the Union Oil Company, which had been the Fullerton's owner of record, sold her to A. C. Monstad.



In tow by Sea King -
to PCHS Wharf -
from Port San Luis