

UNION OIL COMPANY OF CALIFORNIA

UNION OIL CENTER

LOS ANGELES, CALIFORNIA 90017

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D. S. POVAH
MANAGER BENEFIT PLANS SERVICES
INDUSTRIAL RELATIONS DEPARTMENT



March 5, 1965

Mr. Jerry MacMullen
Maritime Museum Association of San Diego
1306 N. Harbor Drive
San Diego 1, California

Dear Mr. MacMullen:

The barkentine Fullerton may arrive in Los Angeles either on April 16 or May 15, depending on which tanker brings her across the Pacific.

At the turn of the century, Union Oil Company secured contracts to deliver fuel oil to three plantations in the Hawaiian Islands for operation of cane grinding mills previously powered by Australian coal. To service this profitable new market, the Union Oil Company constructed 227,000 barrels of storage facilities in the Islands and ordered construction of a four-masted barkentine, the Fullerton, which attracted nation-wide attention because of many new features.

When launched in 1902, by Hay & Wright, Alameda shipwrights, she was the first sailing vessel to have electric lights. Her gleaming black wooden hull was copper-riveted throughout. The wooden tanks described below could hold 16,000 barrels of oil - tremendous capacity for a vessel of her size (length 235', beam 42½', draft 19½', 1554.12/1494.37 tons). The following excerpts are from the Historical Transactions of the Society of Naval Architects and Marine Engineers, 1893-1943:

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"It may be interesting here to note that the Union Oil Company of California in 1902 built the wooden three-masted* barkentine 'Fullerton' to carry oil in bulk, with twin longitudinal bulkheads 8 feet apart, transverse bulkheads and cofferdams at the ends of the tank space. The bulkheads, 8 inches thick, were lock-scarphed, edge-bolted and the seams treenailed, cemented and wedged. With a block coefficient of 0.78 and a 90 foot spread of main yard, she had a record of 10 days to Honolulu with 15,000 barrels of oil. After twenty years of service she was rock ballasted, towed to sea and scuttled."

* Should read "four-masted".

