

### FROM THE FIRST BEAUMONT OFFICE...

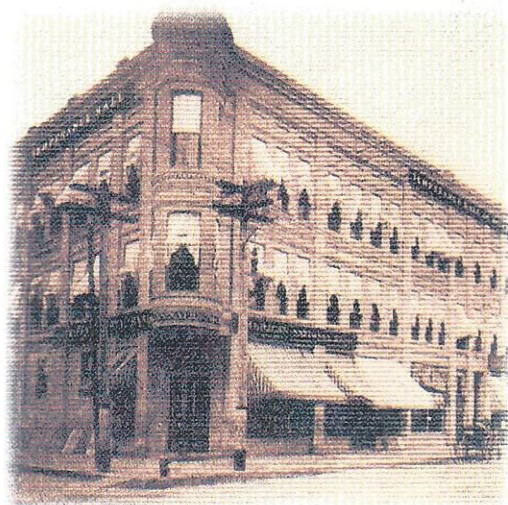
The following chronology from 1902 - 1995 of vessels and events associated with the Marine Department's history has been compiled from available records. A vessel prefaced with (\*\*) reflects that she was either launched or entered Texaco service at or about that time. Although every effort was made to ensure accuracy, many of Marine's older records are incomplete or nonexistent which precipitated omissions or approximated times, especially with regard to our tugs and barges.

It should also be noted that when a vessel was sold or lost, Texaco would reuse the vessel's name on subsequent vessels entering service; hence, there have been several vessels with the same name down through the years.

- 1902 • First terminal opens at Port Arthur.
  - First vessel purchased, Texas Barge No. 1. First terminal site at Amesville, Louisiana, leased.
  - Purchased vessel TEXAS GIRL.
- 1903 • First tanker purchased, FLORIDA.
- 1905 • Continental Petroleum Company for foreign trade organized with terminal at Antwerp, Belgium.
- 1906 • NORTHWESTERN, NORTHMAN, NORTHTOWN purchased.
  - Barge PROVIDENCE lost off Delaware Breakwater - The following day, Barge CLARKE 2 sinks in heavy seas at Galveston's inner bar.
- 1908 • First tanker built exclusively for Texaco, TEXAS, sails for Avonmouth, England.
  - First oil shipment to Mexico.
- 1909 • Bayonne Terminal opens.
  - Barge HARRISON destroyed by fire at Providence.
- 1910 • Marine Department officially designated.
  - Norfolk Terminal opens.
- 1912 • The Texas Steamship Company organized to engage in marine construction.
  - Three watch system onboard vessels adopted which added more men to the crews.
- 1915 • TEXAS breaks in two off Hatteras with the loss of all hands.
  - A new vessel, TEXAS launched.
- 1916 • First keel laid at Company's shipyard in Bath, Maine.
  - NEW YORK launched.
- 1917 • ILLINOIS sunk by German submarine - one of first American vessels to suffer at enemy hands.
  - U. S. Government requisitions all vessels over 2,500 dwt.

# Marine Department Milestones

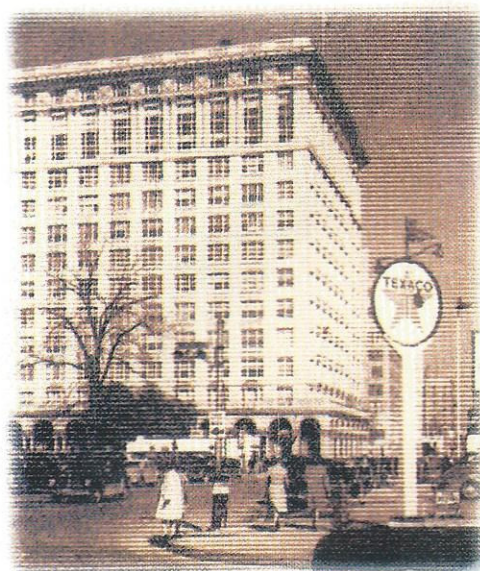
- 1920 • NORTHWESTERN burns and sinks at Port Neches.
  - The four-masted sailing ship EDWARD SEWELL, five-masted schooner, KENEO and the three-masted ship FOOHNG SUEY acquired.
- 1921 • Bath Shipyard completes last hull. Ships built: 4 cargo steamers, 10 tank steamers, 1 motor vessel, 4 tugs, 7 power lighters and 9 barges.
- 1923 • DERBYLINE and DUNGANNON purchased from U. S. Shipping Board.
- 1926 • Completion of deep water channels to Bayonne and Port Neches enables ocean vessels to proceed directly to these ports without lighterage.
- 1928 • Texaco acquires California Petroleum Corporation and sets up a new company under the trade name of Caltex.
- 1930 • Texaco offices move from Whitehall Building to Chrysler Building in New York.
  - The Texas Company (Overseas) Ltd. established in Norway.
  - Norwegian fleet implemented with first vessel SOUTH AMERICA.
- 1931 • Louisiana crude movement commences. Additional small fleet equipment acquired.
- 1932 • The Texas Company (Norway) A/S established replacing The Texas Company (Overseas) Ltd. in Norway.
- 1933 • API Award for outstanding safety record.
  - MAINE enters Great Lakes service.
- 1934 • Power Boats purchased for operations out of Norfolk.



...A MOVE WAS  
MADE TO THIS  
BUILDING



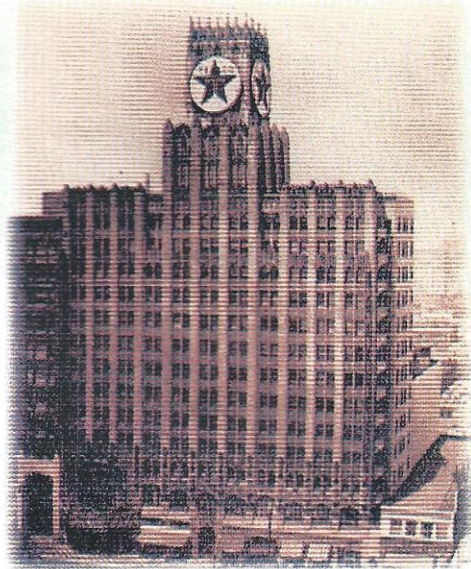
- 1936 • TEXAS GIRL destroyed by fire.
- 1937 • Three diesel tankers added to Fleet - LOUISIANA, FLORIDA and RHODE ISLAND.
  - Norwegian Company accepts delivery of first diesel vessel, NUEVA GRANADA.
- 1938 • CONNECTICUT, first gear-turbine tanker, delivered.
  - Texaco Tankers Officer Association established.
- 1939 • \*\*BRITANNIA
  - \*\*NUEVA ANDALUCIA
- 1940 • \*\*SKANDINAVIA
  - \*\*EUROPE
  - \*\*BRASIL
  - GALLIA struck by floating mine inflicting damage to bow. No casualties.
  - ITALIA struck by torpedo on starboard side and sunk off British Coast. Part of crew survives.
  - April - Norwegian fleet requisitioned by the Norwegian Shipping and Trade Mission during World War II.
  - A separate room for each member of the crew is allocated on all new vessels, the first being the OHIO.
- 1941 • \*\*REAPER
  - \*\*CALIFORNIA
  - \*\*VERMONT
  - \*\*ALABAMA (Venzuelan) sold in 1950; 1947 ALABAMA (ex HUBBARDTON) transfers to Panamanian Flag and renamed TEXACO BRISTOL
  - \*\*ARKANSAS
- 1942 • \*\*ROANOKE
  - \*\*TENNESSEE
  - \*\*MICHIGAN
  - \*\*MASSACHUSETTS
  - \*\*SOLTAIRE
  - \*\*ARIZONA
  - \*\*COLORADO
  - War Shipping Administration requisitions all American flag tankers over 3,000 gross tons.
  - ARKANSAS torpedoed while at loading berth in Aruba, NWI awaiting cargo. No casualties.
  - OREGON sunk by submarine near West Indies Islands. Six crew members lost.
  - AUSTRALIA with full cargo torpedoed and sunk off North Carolina Coast. Four crew members lost.
  - NUEVA ANDALUCIA became stranded in a snowstorm off Halifax, N.S., and broke in two. No casualties.
  - OKLAHOMA torpedoed and sunk in shallow water off Georgia Coast. Nineteen crew members lost.
  - CONNECTICUT struck by torpedo. Eighteen survivors captured and sent to prison camp in Japan.
  - NEW JERSEY torpedoed and sunk while in route to Aruba. All crew members saved.
  - LOUISIANA torpedoed and sunk off French Guiana. No information of any kind was received. All hands presumed lost at sea.
- 1943 • \*\*DELAWARE
  - \*\*WYOMING (ex BUENA VISTA)
  - \*\*INDIANA
  - \*\*WASHINGTON (ex CONTRERAS)
  - \*\*MARYLAND (ex VERA CRUZ)
  - \*\*CERRO GORDO (ex VIRGINIA)
  - \*\*MINNESOTA (ex CHURUBUSCO)
  - War Emergency Tankers, Inc. organizes to operate ocean-going tankers without profit for the War Shipping Administration.
  - INDIANA launched.
  - FLORIDA torpedoed and sunk in shallow water off Brazilian Coast. No casualties.
- MONTANA struck on port side just forward of midship house and burst into flames. Fire was extinguished. Eighteen crew members lost.
- INDIA disappears while on voyage from Peru to Australia. Norwegian Government officially declared her to have been lost with entire crew of 38.
- BRITANNIA struck by torpedo in the Arabian Sea enroute from Durban to Abadan. Vessel manages to put into Bandar Abbas, Iran for temporary repairs. No casualties.
- 1944 • \*\*NEVADA (ex WILLIAMSBURG)
  - \*\*MISSISSIPPI (ex SOUTH MOUNTAIN)
  - SOUTH AMERICA torpedoed and sunk in North Atlantic. No casualties.
  - GALLIA visited by King Haakon VII and Crown Prince Olav, upon the vessel being announced a World Champion for accomplishments during World War II.
- 1945 • Thirteen new vessels added to fleet during war.
  - OKLAHOMA in south Atlantic enroute from Aruba to West Africa, was torpedoed and sunk.
  - World War II ends. Texaco Marine lost 202 men.
- 1946 • \*\*KIRKENES
  - \*\*Tug URSA
  - \*\*ILLINOIS (ex SAN PASQUAL)
  - \*\*NEW JERSEY (ex LAKE ERIE)
  - \*\*Tug LATIN AMERICA
  - Overseas Tankship Corporation incorporates in the Republic of Panama to handle the marine transportation requirements of affiliates of The Texas Company and Standard of California throughout the world.
  - AMERICA delivered to Norwegian Fleet.
- 1947 • \*\*LOUISIANA (ex KERNSTOWN)
  - \*\*SOUTH CAROLINA
  - \*\*EL CARIBE
  - Four war-built T-2 type tankers purchased from USMC under Merchant Ship Sales Act of 1946.
  - The UK based company, Trinidad Leasehold Ltd and Texaco agrees to jointly market their products in the UK under the name of Regent. In the same year, Caltex buys the British interest of the Texas Oil Company so that Regent was equally owned by Caltex and Trinidad Leaseholds.
  - New company established under the name of Norsk Caltex Oil A/S to take care of increasing sales activities. Shipping operations continued under The Texas Company (Norway) A/S.



**TEXACO'S  
OFFICE  
BUILDING IN  
HOUSTON**



- 1948 • NORTH CAROLINA (ex BRIAR CREEK)
- WISCONSIN (ex TORRANCE HILLS)
- VENTURA
- CRISTOBAL
  
- 1949 • CIUDAD DE PANAMA
- JOBUKE
- Installation of Radar on ocean vessels.
  
- 1950 • Overseas Tankship Ltd. formed.
- \*\*RABAN
- \*\*CALTEX KAKACHI (ex QUAKER HILL)
- \*\*VICTORY LOAN is the first ship bought by Overseas Tankship Ltd. and renamed CALTEX MELBOURNE.
- \*\*SENECA CASTLE and FORT CHRISTINA
  
- 1951 • \*\*PUTUMAYO
- Texaco Panama Inc. implemented with four vessels, TEXAS, PENNSYLVANIA, KENTUCKY and OHIO.
- TOT commences recruitment of crews from India.
- Cadet Training Scheme established by TOT.
  
- 1952 • NORTH AMERICA and BRASIL acquired by Norwegian Fleet.
- CALTEX LONDON (ex AMIENS)
- CALTEXs KENYA TANGANYIKA, DELHI, CALCUTTA, and LIVERPOOL launched.
  
- 1953 • \*\*VIRGINIA
- MICHIGAN in Great Lakes service.
- NORTH DAKOTA, NEW YORK and CONNECTICUT launched.
- Marine initiates department newsletter, "The Range Light."
- CALTEXs BAHRAIN, MANCHESTER, CANBERRA and PERTH launched.
  
- 1955 • \*\*SOUTH AMERICA
- New York Class "traded" to U. S. Government for part payment to build another vessel of the same class.
  
- 1956 • Texaco acquires The Trinidad Oil Co., Ltd.
- Texaco purchases 75% of Regent.
- CALTEX EDINBURGH launched.
  
- 1957 • \*\*REGENT HAWK
- \*\*REGENT ROYAL
- CALTEX NEWCASTLE launched.
- CALTEX BAHRAIN selected as a representative of the Merchant Service at the Queen's Coronation Review at Spithead.
  
- 1958 • \*\*HUNTINGTON
- \*\*WESTBURY
- \*\*TEXACO SOUTHAMPTON
- TRINIDAD, NEW MEXICO, BRIGHTON, SANTIAGO, IOWA, and IDAHO, launched.
- Anacortes Marine Terminal opens.
  
- 1959 • April 22 - stockholders ratify a name change from "The Texas Company," to "Texaco Inc."
- The prefix "TEXACO" added to each vessel's name.
- Teletype & TWX equipment installed in Port Arthur Office.
- NEW JERSEY jumboized - became largest vessel to be operated coastwise by the Company at 20,000 dwt.
- REGENT EAGLE, UTAH, and OREGON launched.
  
- 1960 • \*\*TEXACO DURHAM (ex REGENT FALCON)
- \*\*SOUTH CAROLINA
- TEXACO ALASKA launched.
- Cuban Government seizes Texaco properties in Cuba.
  
- 1961 • \*\*NEBRASKA
- TEXACO INDIANA outfitted for Great Lakes trade.

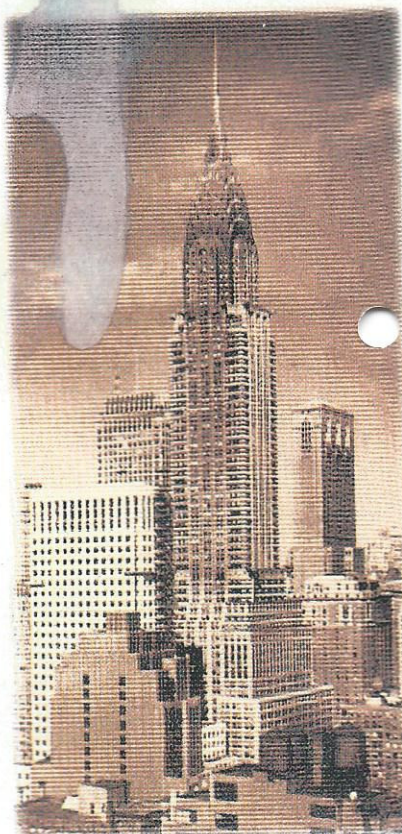


**WESTERN  
HEADQUARTERS,  
LOS ANGELES**

- Tug TEXACO SKY CHIEF launched.
- The Texas Company (Norway) A/S changed its name to Texaco Norway A/S.
- First TEXPAN Fleet Office opens in Palermo with a personnel office in Genoa.
  
- 1962 • \*\*TEXACO LOUISIANA
- \*\*TEXACO BRISTOL
  
- 1963 • TEXACO MARYLAND and MASSACHUSETTS launched.
  
- 1964 • Texaco Fleet adopts anti-Sea Pollution Procedures to protect environment.
- TEXACO's MONTANA, GEORGIA, and RHODE ISLAND launched.
- TEXACO VENEZUELA, MARACAIBO, REGENT PEMBROKE, and COLOMBIA came into service.
- Marine office of Texaco Overseas Tankship Ltd. opens office in Pembroke.
  
- 1966 • U. S. Fleet Headquarters relocated from New York to Port Arthur, Texas.
- TEXACO MASSACHUSETTS and ALVA CAPE collision in New York Harbor.
- New vessel, TEXACO PUERTO RICO, 5,000 dwt, enters the inter-island service in the Caribbean area.
  
- 1967 • \*\*PERTH
- \*\*LIVERPOOL
- Caltex splits up in Europe with Texaco taking over full ownership of Regent, with Regent brand name being changed to Texaco.
- Texaco acquires 38 tankers in Caltex's predominately British Flag Fleet of Overseas Tankship (U.K.) Ltd.
- May 1 - Ownership of Overseas Tankship (UK) Ltd. transferred to Texaco Inc.
- November 20 - Overseas Tankship (UK) Ltd. changes name to Texaco Overseas Tankship Limited.
- All vessels with the "CALTEX" prefix changed to "TEXACO."
  
- 1968 • \*\*TEXACO KENYA (ex CALTEX)
- \*\*TEXACO EDINBURGH
- \*\*MANCHESTER
- \*\*TEXACO BAHRAIN
- TOT takes delivery of TEXACO's BRUSSEL, GHENT and ROTTERDAM.
  
- 1969 • \*\*TEXACO VERAGUAS (ex TEXACO BRASIL)
- Texaco Stock splits two for one. From par value of \$12.50 to par value \$6.25.



- First VLCC, TEXACO HAMBURG, brought into service, followed by sister ships TEXACO's FRANKFURT, EUROPE and NORTH AMERICA.
- 1970 • TEXPAN Fleet office relocates to Monaco, Monte Carlo, commencing its headquarters under the name of Texaco Overseas Tankship - Monaco.
- TEXACO DENMARK, VLCC enters service with TOT.
- 1971 • TEXACO CARIBBEAN sinks in the English Channel.
- TEXACO OKLAHOMA breaks up and sinks off Cape Hatteras.
- TEXACO's COPENHAGEN, NORWAY and GREAT BRITAIN delivered to TOT.
- 1972 • Marine office opens in Convent, Louisiana.
- TEXACO AMSTERDAM delivered to Norwegian fleet.
- TEXPAN takes delivery of TEXACO's BRASIL, IRELAND, NEDERLAND and PANAMA.
- TEXACO SWEDEN delivered to TOT.
- 1973 • Inert gas systems and anticollision devices installed on vessels.
- 1974 • TEXACO's AFRICA, and ITALIA delivered to TEXPAN.
- TOT takes delivery of TEXACO SPAIN.
- 1975 • Gulf of Mexico Transshipment Operations start up.
- TEXACO JAPAN delivered to TEXPAN.
- 1976 • TOT takes delivery of TEXACO LONDON.
- TEXACO's VERAGUAS and SOUTH AMERICA delivered to TEXPAN.
- 1977 • TEXACO GEORGIA first vessel equipped with a marine satellite communications.
- First female officer serves as third mate onboard U. S. Flag vessels.
- Texaco's Corporate Headquarters relocates from the Chrysler Building in downtown New York to the new Harrison Complex in Westchester County, New York.
- 1980 • TEXACO NORTH DAKOTA hits unlit oil rig in Gulf of Mexico.
- 1981 • TEXACO CARIBBEAN, offloads initial shipment of crude to LOOP (Louisiana Offshore Oil Port).
- Spouse Aboard Program implemented in U. S. Fleet.
- 1984 • Getty Marine offices close.
- 1985 • TMSI commences operations in Port Arthur, Texas.
- Newly organized TMSI offices consolidates in the Port Arthur Chemical Plant office building in Texas.
- TEXPAN Fleet Headquarters closes office in Monaco and TEXPAN Fleet transferred to TMSI.
- Convent, Louisiana office closes.
- Bayonne, New Jersey marine terminal closes.
- Texaco Norway A/S discontinued. Operation of Norwegian vessels taken over by Intership A/S.
- 1986 • TMSI opens Delaware City, Delaware office for administration of Northeast Regional Fleet (NERF).
- April 12 - Texaco Inc. files petition for reorganization under Chapter XI of the U. S. Bankruptcy Code.
- Texaco Norway A/S discontinues as physical operating company with operation of the last three vessels taken over by Intership A/S.
- 1987 • Getty Marine ceases to exist and merged into Texaco Panama Inc.
- Texaco Trading & Transportation Inc. Gaviota marine terminal comes into operation.
- Fleet International Training Team implemented (FITT)
- FITT assignments implemented onboard vessels.
- 1989 • Marine Quality Initiative adopted by TMSI.
- TMSI and BP sign 1 year COA for #6 Oil transportation in Northeast.
- 1990 • The prefix "STAR" replaces "TEXACO" on all vessel names.
- TMSI reorganizes combining operations, commercial and accounting functions in Port Arthur, Texas.
- TMSI relocates to Bank One Building, Port Arthur, Texas.
- Long Beach office relocates to Carlini Landing, Los Angeles, California.
- Gulf War/Desert Storm Operations - STAR OREGON plays key role.
- Texaco implements random drug testing of seagoing personnel.
- March - Barber International A/S takes over management of Norwegian vessels.
- 1991 • Marine VIS Department commissioned.
- TMSI opens office in Coral Gables, Florida.
- Texaco adopts a Smoke-Free Program in all Company owned or leased facilities in U. S.
- February - Texaco Norway A/S merges with Norsk Texaco Oil A/S establishing Norsk Texaco A/S.
- May - Management of Norwegian vessels transfers to TMSI.
- 1992 • First double hull vessel, STAR OHIO launched and delivered to Texaco Panama Inc.
- Marine office in Pembroke closes.
- 1993 • Texaco Panama Inc. reopens office in Monaco, Monte Carlo.
- Delaware City, Delaware office closes; NERF Small Fleet sold.
- Barges 2000 & 2001 launched.
- 1995 • April - Texaco reaches an agreement with Stena Bulk of Gottenburg, Sweden; encompassing Stena's direct subsidiary Northern Marine Management of Glasgow, Scotland, as ship manager/operator of the International Fleet and a newly formed joint venture company, StenTex, based in Harrison, London and Coral Gables as the commercial managers handling the market and chartering functions.
- Texaco reaches an agreement with Keystone Shipping Company, based in Pennsylvania, to establish a strategic alliance partner to handle Texaco's U.S. Fleet requirements.
- Texaco Marine Services Inc closes.



**TEXACO HEADQUARTERS  
IN NEW YORK CITY, THE  
CHRYSLER BUILDING**



# Epilogue

*The demise of Texaco Marine can be compared to the scrapping of an old ship.... Although the vessel is dismantled, there is another process almost so imperceptible as to go unnoticed, and it takes place in the minds and hearts of men. In how many parts of the world, by how many men and women, in what different conditions of life, will there be experienced a throb of interest when she is mentioned? How many old friendships recalled? How many memories, pleasant and unpleasant invoked?... first trip on a ticket; channel fever; the frolics ashore; the worries about folks at home, the anticipation of a couple watches ashore in a strange port; the fat pay-off after a long trip; the welcomed escape from responsibilities ashore. Or, for those onshore, the last minute diversions; shipyardings and repairs; waiting for the fog to lift so the ships could dock; fixing a charter/sending voyage orders; finding a relief for an officer with an emergency at home; getting the crew mail to the next port on time; making sure the crew's pay was right; and ordering stores or finding a critical piece of equipment to keep the ship running and on time.*

*And aside from the routine tasks of getting their cargoes from point A to point B, throughout Marine's history, Texaco's fleets, sailing the main sea roads of the world, have followed the ancient tradition of the sea and came to the aid of fellow seamen by providing rescue, stores, water and sometimes just directions to those in distress. Due to the numerous occasions, it was not possible to chronicle all those that occurred. However, Marine extends its recognition to all seafarers who took part in these operations, and proffers its appreciation with "A Job Well Done."*

*It also goes without saying, there were many other important events in Marine's history that have not been logged here in this abbreviated narration of 93 years.*

*However.... despite the hopes and frustrations, of the prior and ongoing generations of seamen - who lived and worked aboard Texaco ships and onshore.... it is hoped that the mention of Texaco Marine's name will give rise to such remarks as,.... "Did I ever tell you about the time when....," or "The best skipper I ever sailed with was ....!"*

*So to all hands who have served onboard vessels and ashore.... May your future be bright with calm seas and smooth sailing. And wherever your course leads, may your memories reflect that.....*

*Ah, Yes..... Those Were The Days*



# *Thanks for the Memories*



*"These splendid ships, each with her grace, her glory,  
Her memory of old song or comrade's story."*

*-Masefield*