



Sté MARITIME de TRANSPORTS PETROLIERS PÉTROMER (1965) PÉTROMARINE (1970)



Les premières bases de l'entreprise sont posées en 1948 à Bordeaux par Paul Mottet intéressé par le cabotage pétrolier avec l'ambition d'étendre celui-ci aux eaux européennes. Commencées avec des moyens modestes mais bien gérée la maison étend ensuite ses activités sur la côte occidentale d'Afrique, marquant les étapes de son développement par la création de plusieurs sociétés associées ou filiales à la même adresse:

- * 1958: Compagnie Bordelaise de Navigation,
- * 1960: Société Navale Girondine,
- * 1965: Union de Cabotage Pétrolier (P.Mottet et Cie),
Société de Transports Pétroliers PÉTROMER (P.Mottet et A.Bozzoni)
- * 1968: Compagnie Européenne d'Armement Bozzoni et Locafrance),
- * 1970: fondation de PÉTROMARINE avec Locafrance pour le cabotage en Afrique
- * 1975: la Compagnie Européenne d'Armement est absorbée par PÉTROMER,
- * 1976: séparation de Mottet et Bozzoni. Celui-ci fonde en 1978 la SOCATRA,
- * 1979: regroupement de: PÉTROMARINE, PÉTROMER et Cie des transports Pétroliers (nouvelle et éphémère filiale),
- * 1986: liquidation de PÉTROMER. Comme pour les autres entreprises similaires le nombres et la taille des navires armés ont suivi la même progression nécessaire pour assurer les missions demandées.

PÉTRONIR → KINTANA CALTEX (1953 -1971)

856g. 382n. 950d. 720a-64.5pp x 9.02 x 4 meters. Two 6 Cyl. oil engines driving twin screws of 1.000 Cv made 1944 by Skoda Works, Pilsen. 11 knots.

1944: launched as HANSA IX for German account by Chantiers Navals de Caen, Blainville. The hull remains uncompleted until 1953 when towed to Bordeaux. After lengthening up to 72 meters delivered as PÉTRONIR for Sté. de Transports Maritimes Pétroliers (Pétromer), Bordeaux.

1957 : sold to Cie. Maritime de Transports de Pétrole, Bordeaux.

1960: renamed KINTANA CALTEX. Transferred later under Malagasian flag.

1971: sold to Cie Malgache de Transports Maritimes. Deleted from registers prior 1978.

PÉTROBLANC (1954 -1962)

403g. 214n. 480d. 43.91 x 8.23 x 2.56 meters. 4 cyl. 2S.C.SA. oil engine of 220 BHP by Crossley Bros Ltd., Manchester. 7 knots.

1944 completed by Henry Scarr Ltd.(436), Hesse as CHANT 2 for Ministry of War Transport, U.K.

1946 sold to Cia de Navegacion Rosina, Panama and renamed ROSINA.

1948 sold to Cie. Chérifienne d'Armement et de Transport S.A., Casablanca, Morocco and renamed TIZNIT.

1954 purchased by Sté. Maritime de Transports Pétroliers (Union de cabotage pétrolier-Pétromer), Bordeaux and renamed PÉTROBLANC.

1957 transferred to Paul Mottet & Consorts (Pétromer), Bordeaux.

1960 transferred to Cie. Bordelaise de Navigation (Pétromer), Bordeaux.

02.1962: sold to Petrolmar SpA Trasporti Marittimi Costieri e Portuali di Prodotti Petroliiferi, Italy and renamed NOSTRA S.IGNORA DELLE GRAZIE.

ROSALAIN (1955 -1960)

553g. 215n. 650d. 47.80 x 9.03 x 3.70 meters. Two Vee 12 Cyl 4S.C.DA. oil engine of 1.000 Cv made in 1943 by Paxman Ricardo. 7.2 knots.

1928: completed by N.V. Internationale Scheepsbouw N.V., Slikkerveer as lighter S.M.P. 5 for unknown owners.

197 : sold to Cie Fluviale & Maritime des Transporteurs de Pétrole, Bordeaux and renamed SERVICE SHELL V.

1944 sunk by Germans at Bordeaux. Raised.

1949 sold to Chaudronnerie des Docks, Bordeaux, repaired, converted in coaster and renamed ROSALAIN.

1955 purchased by Sté. Maritime de Transports Pétroliers (Pétromer), Bordeaux.

1957 transferred to Cie. de Transport Maritime de Pétrole (Pétromer), Bordeaux.

26 / 27.10.1960: lost by collision with ILE MAURICE (6590g-"51) off La Coubre in the mouth of River Gironde.

OUED KISS (1957 –1959)

496g. 319n. 730d. 47.25 x 8.33 x 3.87 meters. 6 Cyl. 4S.C.SA. oil engine of 400 Cv by Enterprise Eng. & Foundry Co., New Orleans. 9 knots.

1944: completed by Equitable Equipment Co. Inc. Madisonville, La. (1 94) as Y 24 for US Army.

1946 sold to Cia. Maritima Caralaga, Panama.

1948 sold to Le Quéllec & Cie, Casablanca, Morocco and renamed ASTRÉE.

1950 : sold to Sté de Liaisons Maritimes (Sté. Auxiliaire Maritime), Casablanca, Morocco and renamed OUED KISS.

02.03.1956: heavily damaged at Brest when the donkey boiler burst.

1957 : purchased by Cie de Transport Maritime de Pétrole (Pétromer) , Bordeaux.

1959: sold to Purfina Française, Brest and renamed PURFINA BREST.

1960: renamed FINA BREST.

1966: sold to D. Kirtsis, Greece and renamed IRENA.

1968: sold to Ktimatonaftiliaki S.A., Greece and renamed MAKIS.

19.01.1977: stranded 10 miles south of Beirut during bad weather and wrecked.

Le **nom** : Fleuve du Maroc.

BASSENS (1958 - 1964)

voir **SPRAMEX** Shell Group

Le **nom** : **commune** de la Gironde près de Bordeaux.

PÉTRO FURT → LOT → PÉTRO LOUGA (1961 - 1982) voir **NORD-EST** Citerna Maritime.

Le nom : LOUGA est une commune du Sénégal.

PÉTRO BOURG (1) (1961 - 1967)

voir **EL CARIBE** Mazout-Transports (Mobil-Oil).

- Le nom : BOURG est un chef lieu de canton près de Blaye.

PÉTRO AMBES (1962 -1968)

1994g. 1118n. 2650d. 88.300a-83.33pp x 12.98 x 5.99 meters (5.20 draught). C. 4 Cyl steam engine of 319 Cv by the shipbuilder. 11.5 knots.

11.10.1952: launched and 11.1952 completed by H.C. Stülcken Sohn (796), Hamburg as BLIA for Klaus Wiese-Hansens Rederi A/S, Bergen, Norway.

1962: purchased by Cie de Transport Maritime de Pétrole (Pétromer), Bordeaux and renamed PÉTRO AMBES.

1964 : transferred to Sté Maritime de Transports Pétroliers (Pétromer), Bordeaux.

1966: reengined with a 8 cyl. 4S.C.SA. oil engine of 2.000 Cv by N.V. Werkspoor, Amsterdam. 11 knots.

1968: sold to Pétromer Ethiopia, Ethiopia and renamed PÉTROAMBESSA.

20.01.1969: Heavily damaged by fire when lying at Assab. Five lives lost. Sold to shipbreakers at Djibouti where she arrived in tow from Massawa 06.07.1969.

05.06.1970: went adrift in the Gulf of Aden while being towed from Djibouti to Massawa.

12.06.1970: arrived in tow to Massawa for breaking up by Messrs. Alwahabi.

Le nom : Commune de la Gironde sur la Dordogne.

PÉTRO BLAYE (1962 - 1971)

478g.209n. 560d. 50.72 x 9.02 x 2.76 meters (2.58 draught) Two 6 cyl. 4S.C.SA. oil engines (400 Cv) driving twin screws by Maschinen Kiel A.G., Kiel. 8.5 knots. 4 officers + 5 seamen

09.1952: launched and 1952: completed by D.W. Kremer Sohn Elmshorn as MARXBURG for Part. Reederei "Marxburg" (Atlantic Reederei F. & W. Joch), Hamburg, Germany.

1956: sold to Desmarais Frères, Majunga, French flag and renamed PAUL DESMARAIS.

1962: purchased by Cie. de Transport Maritime de Pétrole (Pétromer), Bordeaux and renamed PÉTRO BLAYE.

1964 : transferred to Sté Maritime de Transports Pétroliers (Pétromer), Bordeaux.

1968 : transferred to Cie. Européenne d'Armement (Pétromer), Bordeaux,

1971: transferred to Senegalese registry.

1972: renamed DAHUT.

1988: broken up.

- Le **nom** : chef-lieu de canton de la Gironde.

PÉTRO PAUILLAC (1) (1964 -1966)

Le **nom** : Chef-lieu de Canton de la Gironde.

voir **RAOUL SIMON** → **FINA TUNISIE** Purfina Group.

PÉTRO BORDEAUX (1) (1964 - 1968)

3849g. 1947n. 5325d. 114.35 x 14.83 x 7.50 meters (6.47 draught) 6 Cyl 2S.C.SA. oil engine of by Burmeister & Wain, Copenhagen. 12.5 knots.

07.06.1955 launched and 10.1955 completed by A/S Stord Verft (27), Lervik as TOPAS for Skibs A/S Saphir (Edvin Endresen), Stavanger, Norway.

1964 purchased by Sté Maritime de Transports Pétroliers (Pétromer), Bordeaux and renamed PÉTRO BORDEAUX.

1968 sold to Australian Oil Refinery Pty. Ltd., Australia and renamed CALTEX PORT-KEMBLA

1976 sold to Singapore Bunkering Service Pte. Ltd., Singapore and renamed ASIAN GUARDIAN

1980 sold to Guardian Line (Pte), Singapore then resold to Matsu Tankers, Panama and renamed SIRIUS II.

1981 sold to Orange Energy Tankers S.A., Panama and renamed ORANGE ENERGY then resold to Naviera Santosa S de R.L., Honduras and renamed BUNGA MAWAR.

1984 : broken up.

- Le **nom** : Préfecture du département de la Gironde.

PÉTRO CAP (1965- 1981)

398g.136n. 500d. 43.14 x 9.02 x 3.40 meters (2.80 draught) Two 12 cyl 4S.C.SA. oil engines of 1.200 Cv driving twin screws by Moteurs Beaudoin, Marseille. 12 knots.

1965 completed by Sté. Pétromer, Bordeaux as PÉTRO CAP for own account.

1968 transferred to Cie Européenne d'Armement, Bordeaux and renamed CAP.

1970 renamed PÉTRO CAP MANUEL and transferred to Senegalese registry.

1971 retransferred to French registry and renamed CAP.

1981 sold to unspecified owners, Panama and renamed ROBERT G.

1984 sold to International Marine Services, Panama and renamed SAHIL.

1990 sold to High Seas Supplies Pte, Singapore and renamed AL JARSHOM.

1998 sold to Ace Mar Pte Ltd, Honduras : CONTINENTAL STAR.

PÉTRO GIRONDE (1966 - 1969)

voir **DOHA** Cie. Navale des Pétroles.

- Le nom : Celui donné à l'estuaire de la Garonne après réception de la Dordogne.

PÉTRO BASSENS (1966)

voir **MEXPHALTE** Shell.

PÉTRO VERDON (1966-1969) → **VERDON** (1969-1984)

3078g.2113n.6299d. 106.58oa- 101.50ppx 15.98x 5.82meters (4.50draught). Two 8Cyl. S.C.SA.oil engines of 2600 Cv by Sté Crépelle, Lille. 11 knots. officers + 5 seamen.

1966: completed by I.N.M.A. (61), Spezia as PÉTRO VERDON for Sté Pétromer, Bordeaux.

1969 sold to Locafrance Service S.A. (Union de Cabotage Pétrolier), Bordeaux and renamed VERDON.

1984 sold to Tamerlan International Inc., Panama and renamed CEFERINO M.

1985 sold to Toba S.A.M.C.F.I., Argentina and renamed TOBA NAMUNCURA.

1994 sold to Antares Naviera S.A. and renamed POLARIS under Panamanian registry.

- Le nom : commune de la Gironde. Port pétrolier.

- Sister-ship : **PÉTRO BORDEAUX**.

PÉTRO LORMONT (1967 – 1968)

voir **SHELL MAC** Shell

- Le Nom : Chef-lieu de canton de la Gironde.

PÉTRO BOURG (2) (1967 - 1970)

voir **ROCHE MAURICE** Esso Standard Française

PÉTRO PAUILLAC (2) (1967-1968)

voir **CALTEX BORDEAUX** Outremer de Navigation Pétrolière.

ÉQUATORIAL (1967 - 1975)

8453g.4869n.13160d. 145.2oa- 137.15pp x 19.15 x 10.82 meters (8.53 draught)

Propulsion: 6 Cyl. 2S.C.SA. oil engine of 5.375 Cv by Burmeister & Wain, Copenhagen. 13.5 knots.

11.1954: completed by J. Boel & Fils (1 306), Tamise as TOVE MAERSK for A/S D/S Svendborg and D/S av 1912 A/S (A.P. Moller), Copenhagen, Denmark.

1967 : purchased by Sté Maritime de Transports de Pétrole (Pétromer), Bordeaux and renamed ÉQUATORIAL.

1969: transferred to Pétramarine, Bordeaux.

07.1975: broken up at Spezia by Cantieri Navali della Palmaria

PÉTRO BOUSCAT (1968 -1979)

489g.226n.748d. 59.60oa-53.50pp x 8.99 x 4.25 meters. 7 cyl. 2S.C.SA. Sulzer oil engine by Cie de Construction Mécanique, Saint Denis (engine made 1944 and fitted 1955). 3 officers + 5 seamen.

1944 launched for German account as HANSA X by Chantiers Navals de Caen and 1955 hull remains 1 1 years then completed by Schpsw. "De Hoop", Lobith as KONNY M. for J. Muller (Muller & Reitsma N.V.), Rotterdam, Netherlands.

1965: sold to unknown owners and renamed JUPITER.

1968: Purchased by Cie. Européenne d'Armement, Bordeaux and renamed PÉTRO BOUSCAT.

197: transferred to Pétromer- Sénégal, Dakar, Sénégal.

1978: sold to Pétromarine S.A.

21.06.1979: went aground in Sanaga River in a position 03.29 N- 09.44 E. and abandoned by her crew.

- Le **nom** : Chef-lieu de canton de la Gironde.

GIMONE (1969) -1978)

3412g.2198n.5318d. 100.03oa-94.51pp x 16.01 x 6.51 meters (5.60 draught) Two 6 Cyl. 4S.C.SA. oil engines of 3.100 Cv drivitig twin screws I)j Werkspoor N.V., Rotterdam. 11.75 knots, 8 officers + 12 seamen

1968:launched.

1969: completed by At. & Ch. de La Rochelle-La Pallice (5163), Rochelle as GIMONE for Cie. Européenne d'Armement, Bordeaux.

1978 sold to Locafrance Service S.A. (Pétromer), Bordeaux.

1991: sold to Pétromarine S.A., St. Vincent. In service.

1995: sold to Stratton Int. S.A., Saint Vincent and renamed **DONA-**.

1997: sold to Blake C' Ltd, Nigeria and renamed ADU.

- Le nom : affluent de la Garonne.

TARN (1) (1968 - 1969)

voir **OCTANE** Cie Navale des Pétroles.

SAVE (1) (1968 – 1970)

voir **KIRKOUK** Cie.Navale des Pétroles.

- Le nom : rivière du plateau d'Aquitaine, affluent de la Garonne.

GARONNE (1968 - 1973)

Tl tanker

3078g.1542n.3925d. 96.10oa-93.93pp x 14.65 x 6.41 meters 5.75 draught) 6 Cyl. 2S.C.SA. oil engine of 1.400 Cv by Nordberg ManuL Co., Milwaukee. 9 officers + 13 seamen.

10.1945: completed by Todd-Houston S.B. Corp., Houston, Tx. as SAVE TARVES for U.S. War Shipping Administration.

1945 released to US Maritime Commission and reiamed HEWITT.

1946 sold to Esso Standard Oil (Central America), Panama and renamed ESSO GUATEMALA.

1965: sold to Mustang Island Inc., Panama and renamed MUSTANG ISLAND.

1968: purchased by Cie. Européenne d'Armement and renamed GARONNE and resold to Petromar S.A., Panama. Resold later to Cie. Européenne d'Armement, Bordeaux.

02.1973: broken up at Bilbao.

- Le **nom** : Fleuve français traversant l'Aquitaine, (647 km.) dont l'estuaire constitue la Gironde.

GERS (1) (1968 - 1970)

voir **SHELLMAC** Shell.

- Le **nom** : rivière du bassin d'Aquitaine, affluent de la Garonne.

PÉTRO JOAL (1969 -1971)

voir **OCTANE** Cie Navale des Pétroles.

Le **nom** : village natal de Léopold Senghor, au Sénégal.

SALAT (1969 - 1979)

voir **NOEMA II** S.A.G.A.

- Le **nom** : rivière des Pyrénées, affluent de la Garonne.

PÉTRO MIBOUR (1970 - 1971)

1000g.482n. 1934d. 66.81 x 12.16 x 5.01 meters. 6 Cyl. 4S.C.SA. oil engine of 1.600 Cv by Masch. Augsburg-Nürnberg, Augsburg. 12.5 knots.

1963 completed by Rolandwerft GmbH (919), Bremen as THORDRACHE for Tankreederei de Vries & Co. K.G., Hamburg, Germany.

1970 renamed URI.

1970 purchased by Pétromer Sénégal, Dakar, Sénégal and renamed PÉTRO M'BOUR.
 1971 sold to Cie. Malgache de Transports Pétroliers, Malagasy and renamed KINTANA YAO.
 1973 transferred to Solitany Malagasy (Solina), Malagasy.
 1986 Scuttled in unknown conditions.
 - Le **nom**: celui d'un village sénégalais.

GERS (2) (1971- 1987)

699g.332n.1430d. 74.17oa-69.19pp x 11.50 x 5.29 meters (3.45 draught) 8 Cyl. S.C.SA. oil engine of 1.500 Cv by Atlas-Mak Maschinen, Kiel. 11 knots. 3 officers + 5 seamen

1971: completed by Vaagen Verft (34), Kyrksaeterora as GERS for Cie. Européenne d'Armement, Bordeaux. Subsequently transferred to Pétromer, Bordeaux.

1987: sold to Amarillys Slig. Ltd. (Pétromarine S.A.), Panama and renamed JERK.

1994: renamed ASPIN.

PÉTRO BORDEAUX (2) (1971-1982)

3128g.2456n.6299d. 106.60oa-99.74pp x 15.99 x 5.80 meters 4.50 draught). Tm.,o 12 cvl. 4S.C.SA. oil engines of 3.000 Cv driving twin screws by Klöckner-flumboldt-Deutz, Köln. 11 knots. 4 officers + 5 seamen.

1971 completed by I.N.M.A. (77), Spezia as PÉTRO BORDEAUX for Pétromer, Bordeaux.

1974 transferred to Union de Cabotage Pétrolier, Bordeaux.

1982 sold to Nordic Sun Inc., Bahamas and renamed TEEKAY ARAWAK, fresh water carrier.

1988 transferred to Panamian registry and renamed YELANA.

1990 sold to Petro-Bank, Argentina.

- Sister-ship: **PÉTRO VERDON**.

ARVOR (1971-1978)

3027g. 2060n. 4520d. 106.59oa- 1 00pp x 16.02 meters (4.52 draught). Two 4 SA 12 Cyl Deutz oil engine of 3.000 Cv by Deutz, Köln.

1971 : completed by Cantiere Nav. Affini. I.N.M.A., La Spezia, as ARVOR for Union de Cabotage Pétrolier, Bordeaux.

198? transferred to Sté Française Commerciale et Maritime (Socommar) Pétromer, Bordeaux.

1988: transferred to Socatra, Bordeaux.

SAVE (2) 1972 - 1989)

4467g. 2300n. 6800d. 118.50oa-110.34pp x 16.49 x 6.86 meters (draught). 6 cyl. 2S.C.SA. oil engine of 3750 BHP by Uddevallavarvet A/B, Uddevalla. 14 knots.

01.1962 : completed by A/B Ekenbergs Varv (226), Stockholm as ROGN for S/A Hassel, S/A Oljetransport and S/A Storli (A/S Rederiet Odjell), Bergen, Norway.

1968: sold to Sharikat Perkapalan Kris Sdn. Berhard, Malaysia and renamed ALOR STAR.

1972: purchased by Locafrance Service S.A. (Pétromer), Bordeaux and renamed SAVE.

1989: sold (850000 \$) to Petrobitumat Co. Ltd. (Politis Anastasios Shg. Co. Ltd.), Panama and renamed CHRISTI

1990: C. Chilikadis, Caraouris & G. Asteris (Management transferred to Argo Shipping Ltd. then to Anpo Shipping Co. Ltd.).

26.12.1991 : laid up at Lagos.

09.1992 : sold to Panamian owners and renamed PANTHER.

ARIÈGE (1972 - 1978)

10933g.6623n.17400d. 167.57 x 156.01 x 11.97 meters (9.18 draught) 9 Cyl. 2S.C.SA. oil engine of 6.750 Cv by the shipbuilder. 14 knots.

01.1954: completed by A/B Gôtaverken (681), Gothenburg as JUSTUS WALLER for Rederi A/B Castella (Bertil Magnusson), Gothenburg, Sweden.

1964 sold to Rederij Induna N.V. (Netherland) with the same name.

1966 sold to Mariner Shipping Co. S.A., Greece and renamed AGHIOS HARALAMPOS.

1970 sold to Investship Co. Inc., Liberia and renamed VALAIS.

1972 purchased by Cie. Européenne d'Armement and renamed ARIÈGE.

1978 transferred to Pétromer S.A.
1980 sold to Anemi Shipping Co. Ltd., Greece and renamed CAPTAIN GREGOS.
1982 sold to Yanosas Shipping Co. Ltd., Panama.
11.02.1988 : arrived in Pakistan waters for demolition. Le nom rivière pyrénéenne, affluent de la Garonne (selon la tradition de la compagnie).

PÉTRO MARGAUX → PÉTRO M'BAO (1973 - 1984) voir **BRULY** Cie. de Navigation Paquet.
- Le nom : MARGAUX est une commune au bord de la Gironde, M'BAO est un village sénégalais.

GIRONDE (1973 - 1976) → **VENCE** 1976) voir **CENTAURE** Messageries Maritimes

LOT (1) (1974 - 1979) voir **PORT JÉRÔME** Esso Standard Française des Pétroles
- Le nom rivière du Massif Central, affluent de la Garonne.

ARIZÉ (1975 - 1987) voir **BONGO** Cie. de Navigation Paquet.
- Le nom rivière des Pyrénées, affluent de la Garonne.

VIGNEMALE (1975 – 1980) Voir **BOURGOGNE** Sté. Française de Transports Pétroliers.
- Le nom : montagne des Pyrénées Centrales.

PÉTRO SOULAC (1975 - 1982) (1985 - 1986)
6161g. 3481n. 8469d. 134.80a-124.29pp x 17.51 x 8.51 meters (4.60 draught). 6 Cyl. 2S.C.SA. oil engine of 4.200 Cv by Burmeister & Wain, Copenhagen. 14 knots. 8 officers + 13 seamen.

08.1963: completed by A/B Ekenbergs Varv (230), Stockholm as SELJE for Skibs A/S Selje, Skibs A/S Hassel & A/S Specialtank (A/S Rederiet Odffjell), Bergen, Norway.

1973: transferred to Odffjell Overseas Liberia Ltd. (Wallem Shipmanagement Ltd., Hong-Kong), Liberia and renamed SULFO.

1975: purchased by Pétramarine S.A. and renamed PÉTRO SOULAC.

1982: sold to Amaryllis Shipping Ltd., Panama.

1985: repurchased by Pétromer.

1986: sold to Amaryllis Shipping Ltd. (Pétramarine S.A.), Panama.

1992: sold to Petro Med Oils, Nigeria and renamed AMANDA C.

1994: sold to Petrostar Nigeria Ltd., Nigeria and renamed ADA EZE.

- Le nom : commune littorale de la Gironde.

PÉTRO BIA (1976 -)
6.305g. 146n. 480d. 44.20a-38.87pp x 8.50 x 5.36 meters. 4 Cyl. 4S.C.SA. of 400 Cv by Lister Blackstone Ltd., Stamford. 10 knots.

1968 little tanker completed by Karmsund Verft & M.V. A/S (9), Haugesund as ORVOS for Bachke & Co., Norway

1976: purchased by Pétramarine S.A., Bordeaux and renamed PÉTRO BIA.

LOT (2) (1977 – 1983)
11211g. 5954n. 16284d. 160.200a-151.34pp x 21.04 x 11.28 meters 6 Cyl 2S.C.SA. B&W oil engine of 7.500 Cv by J.G. Kincaid & Co., Greenock. 13 knots. 9 officers + 21 seamen.

03.1960: completed by Lithgows Ltd. (1 126), Port Glasgow as BRITISH ROBIN for Clyde Charter Co. Ltd. (British Tankers Ltd.), U.K.

1977: purchased by Locafrance Service S.A. (Pétromer), Bordeaux and renamed LOT.

12.08.1983: sold to Fal Bunkering Co. Ltd., Dubai and renamed FAL XI.

1966: sold to Pakistani shipbrokers.

08.07.1966: drove aground about 1.5 m. off the coast at Clifton Beach after breaking her anchor during monsoon conditions when lying off the coast prior to beaching at Gadana Beach.

17/18.10.1986: refloated and beached at Gadani Beach for demolition 24.10.1986.

- Sister-ship: BRITISH TRUST.

TARN (2) (1978 –1983)

10714g. 6701n. 17892d. 160.130a-152.41pp x 20.82 x 11.82 meters. 6 Cyl. 2S.C.SA. B&W oil engine of 9.000 Cv by the shipbuilder. 14 knots.

09.1968: completed by Uddevallavarvet A/S (222), Uddevalla as ATHELDUCHESS for Athelduchess Tanker Co. (Athel Line), U.K.

1969 renamed ANCO DUCHESS on charter to Anco Group.

1978 purchased (3.2M\$) by Locafrance Service S.A. (Pétromer), Bordeaux and renamed TARN.

1983: sold to Ravennavi SpA, Italy and renamed TAURUS ERRE.

1992: sold to Intermed S.A., Monte Carlo, registered under Maltese flag and renamed SFA HORSE.

VILLE DE BLAYE (1978 -1981)

119g. 54n. 97d. 25.62 x 6.00 x 2.21 meters. Two 6 Cyl. 4S.C.SA. oil engines of 150 Cv by Sté des Moteurs Beaudoin, Marseilles, 5.7 knots.

Ordered as a sand dredger and converted on stocks in a coastal tanker.

1952 completed by At. & Ch. de Bordeaux, Bordeaux as VILLE DE BLAYE for Sté Blayaise de Transports Fluviaux, Bordeaux.

1978 purchased by Locafrance Service (Pétromer), Bordeaux.

1981 sold to C. Marchandou, Bordeaux and converted in a pontoon.

MAYSUN (1979 - 1986)

990g.615n.2093d. 65.00 x 10.80 x 5.49 meters. Two oil engines of 1.500 CV driving twin screws by Daihatsu Kogyo, Osaka. 11.5 knots.

1968: completed by Watanabe Zosen K.K., Hakata as KEISEI MARU for Yahata Kisen K.K., Japan.

1979: purchased by Cia. de Navegacion Cruz del Sol S.A. (Petromer), Panama and renamed MAYSUN.

1986: sold to Delsan Transport Lines Inc., Philippine Isl.

16.08.1986: listed and sank in very bad weather conditions 55 m. off Nogas Island. Seven crew members were test, while 15 survivons were rescued from off the Coast of Negros Occidental Province.

CIRON (1980 - 1984)

12460g.7792n.20301d. 160.48 x 22.56 x 11.89 meters.Two steam turbines of 9250 SHP Dr geared to screw shaft by the shipbuilder. 15.5 knots.

10.06.1960 : launched and 12.1960 : completed by Alex. Stephen & Sons Ltd. (668), Glasgow as MOBIL APEX for Mobil Tankships Ltd., London, U.K.

1969: sold to Sameiet Pollo (Svend Foyen Bruun), Norway and renamed POLLO.

1977: sold to Kingsford Shipping Co., Liberia and renamed RED SEA VENTURE.

1980: purchased by Sté Maritime de Transports Pétroliers (Pétromer), Bordeaux and renamed CIRON.

1984: renamed AUMA and transferred under Panamian registry.

1984: renamed IZARRA.

1987: sold to unknown Panamian owners and renamed IZARA,

- Le **nom** : rivière du bassin d'Aquitaine, affluent de la Garonne.

Sister-ship: MOBIL ACME (British flag).

IZARRA (1984 –1987)

voir **CIRON**.

DAHUT

voir **PÉTRO BLAYE**.

PÉTRO BAKEL (1972 -)

voir **EURUS** Citerna Maritime.

AFRIGAS

Gas tanker section

JERK

voir **GERS** Petromer.

PÉTRO PYLA (1982 – 1996)

3918g.2007n.5390d. 112.70a-105.21pp x 16.16 x 7.40 meters. 5 Cyl. 2S.C.SA. oil engine of 3.850 Cv by Burmeister & Wain, Copenhagen. 13.75 knots. 7 officers + 16 seamen.

06.1965: completed by Odense Staalskibsvoerft (1 73), Odense as DANGULF MAERSK for Partrederiet A/S D/S Svendborg, D/S af 1912 A/S & Gulfbenzin A/S (A.P Moller) , Denmark.

1982 purchased by Pétromarine S.A., Bordeaux and renamed PÉTRO PYLA.

1990 transferred to St Vincent registry.

1996 sold to Scala Maritime Ltd, Saint Vincent and renamed SCALA.

1998 sold to D.& G. Intern. Inc., Saint Vincent and renamed IMAN.

SOMPORT (1990-)

7286g. 492 1 n. 10 187d. 167.750a-156.09pp x 18.01 x 9.30 meters. 7 Cyl. 2S.C.SA. oil engine of 9.400 Cv bv A/S Burmeister & Wain Msk., Copenhagen.18.5 knots.

19.11.1969: launched and 01.1970 : completed by Helsingør Skib. & Msk. (390), Helsingør as OLAU SYD for Olau Line A/S (Ole Lauritzen), Denmark.

1972 sold to J. D. D. Brown, London U.K. and renamed AXEL HEIBERG.

1974 sold to Roymarine Ltd., Canada and renamed FROBISHER TRANSPORT

1977 sold to Shell Canadian Tankers (1 964) Ltd. and renamed NORTHERN SHELL.

1981 lengthened in Canada.

1987 sold and renamed LEON.

10.1990: purchased by Pétromarine S.A., Bordeaux and renamed SOMPORT.

1993: St Vincent flag.

TOURMALET (1991 -

9511g.5572n. 15767d. 128.00 x 21.39 x 11.99 meters. Vee 16 Cyl. 4S.C.SA. Pielstieck oil engine of 8.480 Cv by Ishikawajima Heavv Industries, Aioi. 1 knots.

1975 completed by Hashihama Zosen (579), Imabari as ATLANTIC for Toa Yusen K.K., Japan.

1977 purchased by Soc. Mediterranea di Nav. SpA, Italy and renamed TOROCOA.

1991 purchased by Pétromarine S.A., Bordeaux and renamed TOURMALET (St. Vincent flag).

MA BRO (1992 - 1995)

2886g. 1530n. 4694d. 99.290a-92.92pp x 14.41 x 7.32 meters 6.16 draught) 4SA 9 Cyl oil engine of 2.460 Cv by English Electric Diesel Ltd, Ruston. 12 knots.

09.1970: completed by Goole SB & Repairing C' Ltd., Goole as POINTSMAN for Rowbotham Tankships Ltd, London. 1992 : sold to Pétromarine-Euroships (Groupe Mottet) and renamed MA BRO.

- Le nom: signifie "Mon pays" en breton.

POINTE CLAIRETTE (1994 -)

3239b. 5278d. 103.550a-99.90pp x 14.75 x 7.75 meters (5.55 draught). Two Caterpillar 4SA 16 Cyl. Vee oil engine of 1.732 Cv by Caterpillar Inc. Peoria, Illinois. 12 knots.

1994: completed by Schps. & Mfbk De Biebosch (865), Dordrecht (Netherland) as POINTE CLAIRETTE for Pétromarine, Saint Vincent registry.

ARGUIN (1995-)

Sec **MA BRO** Saint Vincent flag

AUBISQUE (1996 -)

6495b. 3.826n. 10850d. 142.420a-133.41pp x 18 x 9.75 meters (7.66 draught). One Vee 12 Cyl. oil engine of 5.400 Cv. 14.8 knots.

1979: completed by Cantieri dell'Alto Adriatico (208), Trieste (Italy) as SERENISSIMA for San Rocco S.p.A. Compagnia di Navigazione, Palermo.

01.1996: sold to Pétromarine and renamed AUBISQUE (Saint Vincent registry).

- Le nom : col des Pyrénées

CAPBRETON (1997 -)

4015h. 2122n. 6710d. 107.65oa-98.60pp x 16.50 x 8.50 meters (7 draught). One 2SA Mitsubishi 6 Cyl. oil engine of 3.900 Cv by Kobe Hatsudoki K.K., Kobe. 13 knots.

- 1983 completed by Taihei Kogyo - Hashihama, Imbari (Japan) as SHOUN DYNASTY for Shinko Kaiun C' Ltd, Matsuyama (Japan).
- 1989 sold to ? and renamed TRYVANN.
- 1990 sold to Nova Shipping C' Ltd, Bahamas renamed HOKO NOVA.
- 1993 renamed FELICE by the same owner.
- 11.1997: sold to Banex Holding S.A. (Pétronarine), Saint Vincent registry and renamed CAPBRETON.

SOCOA (1997 -)

1850b. 950n. 3157d. 89 x 11.54 x 5.50 meters (4.86 draught). Two 4SA 8 Cyl. oil engine of 1.290 Cv by Kloener Humbolt Deutz, Köln. 10.5 knots.

- 1971 completed by C.L.E.M.N.A., La Spezia (Italy) as SCARLINO SECONDO for Essshipping S.rl., La Spezia.
- 1993 sold to ETA C' di Nav. Sr.L., Italy, lengthened of 14 meters and renamed CAPO MARTINA.
- 1997 sold to Donadiem Shg. Ltd. (Pétromarine), Saint Vincent registry and renamed SOCOA

PORT RACINE (1999 - voir Soflumar Van Ommeren

CHASSIRON (1999 -
10.000b.

BACALAN (1999 Ex ACILA
11.500b.

1982 : construit en Finlande, acheté en septembre 1999 à la Shell.