



MOBIL OIL FRANCAISE



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La Mobil Oil Française est la dernière compagnie pétrolière française à attirer encore des navires en direct. La flotte Mobil sous pavillon français a pour ancêtre la société Pétroles-Transport, constituée en 1909 par la Compagnie Industrielle des Pétroles (raffinerie de Frontignan) et la Compagnie de Navigation Mixte. Naphtes-Transports, Mazout-Transports et Mobil Transports prennent la suite jusqu'en 1962, date à laquelle Mobil Transports est intégré dans la Mobil Oil Française.

Athos, D'Artagnan

De MAZOUT TRANSPORTS à la MOBIL OIL FRANCAISE

FRONTIGNAN (1947 -1963) F.P.V.V. Voir Cie. de Navigation Mixte.

TAMAHA (1949 -1953) F.N.P.J. Voir Cie. de Navigation Mixte.

LA BAISE (1951-1954) F. N. K. S. Voir Sté. Française de Transports Pétroliers.

ELLEN H JACKS 1953 -1954 Chartered **T2 tanker**
11632g. 7427n. 17928d. 165.37 x 20.67 x 11.94 meters (9.19 draught)

Propulsion: Steam turbine of 6.000 Cv connected to electric motor and screw shaft by Gen. Elect. Co., Lynn.
Vitesse: 17 noeuds.

08.1944: completed by Marin-ship Corp. (49), Sausalito, Cal. as MISSION SANTA MARIA for U.S. War Shipping Administration.

1945: released to U.S. Maritime Commission.

1948: sold to Greenwich Shipping Corp., Panama and renamed CYRUS.

1950: sold to Pacific Coast, Compania de Navegacion S.A., Panama and renamed JOHN.

9.1951: Lengthened by 12.46 meters by Bethlehem Steel Co., Baltimore (1 1625g. 17928d.).

1953: renamed ELLEN H. JACKS. On bare boat charter to Mazout Transports .

1959: sold to Espana Cia Nav., Panama, renamed ANDROS MERCURY.

1960: sold to Espania Cia. Nav., Greece, renamed GRAMMOS. Resold to Reconquista S.A., Argentina and renamed ALBATROS then ALBALUZ.

1966: sold to John S. Latsis, Greece, renamed HARAVGI.

04.1969: arrived at Spezia for convection in an offshore drilling tender.

1970: renamed GALETA.

1971: sold to Payardi Shipping & Contractor Co. S.A., Panama and renamed SEPT ILES.

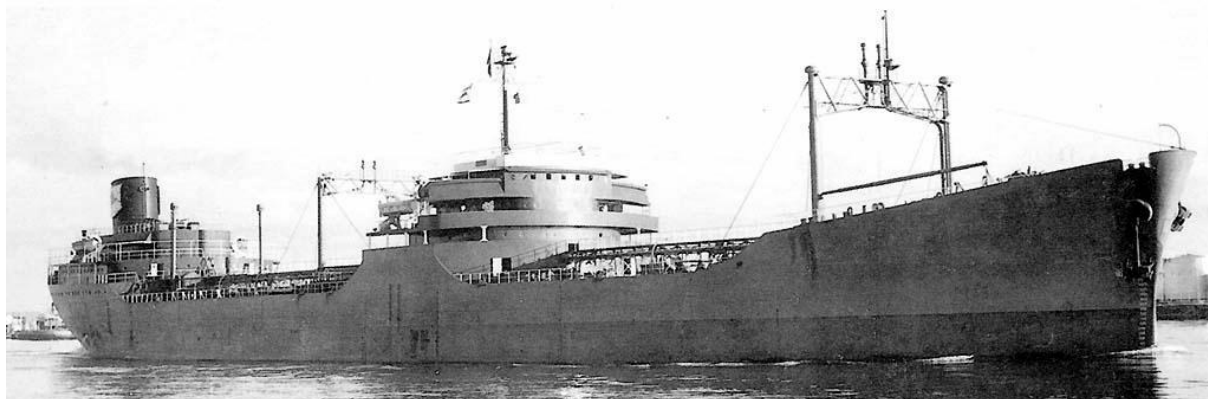
1972: broken up Split (Yugoslavia).

ARAMIS (1) (1953 -1968)

17878g. 10501n. 27.164d. 191.4loa-186pp x 25.14 x 12.95 meters

Propulsion: 3 steam turbines of 12.500 Cv Dr geared to screw shaft by Cie. Electro-Mécanique, Le Bourget .

Vitesse: 17.5 noeuds



14.04.1953 launched and 1953 completed by Chantiers de l'Atlantique (A 15), Saint Nazaire as ARAMIS for Mazout-Transports, Havre.

1956: owner restyled as Mobil Transports then in 1962 as Mobil Oil Française.

1968: sold to Mobil Tankers Co. (Limited), Liberia and renamed MOBIL RADIANT

1970: sold to Zodiac Shipping Corp., Liberia and renamed ZODIAC.

1970: renamed GALATZ.

1970: sold to Tien Shung Nav. Co., Liberia and renamed TIEN SHUN.

13/14.03.1971: Went aground near Ashod (Israel) during a storm after her anchors have dragged.

24.04.1971: refloated.

03.03.1972: arrived at Castellon (Spain) in tow from Piraeus for demolition.

- Le nom : avec PORTHOS, ATHOS et D'ARTAGNAN étaient les quatre mousquetaires, personnages célèbres créés par Alexandre Dumas.

- Sister-ship: **PORTHOS**.

PORTHOS (1) (1954 -1969)

17880g.10506n.27666d. 191.4loa-187.50pp x 25.14 x 12.95 meters

Propulsion: Steam turbines of 12.500 Cv Dr geared to screw shaft by Cie. Electro-Mécanique, Le Bourget

Vitesse: 17.3 noeuds



01.07.1954: launched and 09.1954: completed by At. & Ch. de France (212), Dunkirk as PORTHOS for Mazout-Transports, Havre.

1958: owner restyled as Mobil Transports then in 1962 as Mobil Oil Française.

1969: sold to Nokos Tankers Inc., Panama and renamed MOBIL ALADDIN.

1971: sold to Marcaminos Armadora S.A., Greece and renamed AUDACIOUS COLOCOTRONIS.

1974: sold to Zoe Shipping Co. Ltd., Greece, renamed GALAXY.

30.06.1975: arrived at Burriana for breaking up.

- Sister-ship: **ARAMIS**.

MOBILSUD (1954 -1964)

2370g. 1281n. 3265d. 88.46 x 13.37 x 5.47 meters

Propulsion: T. 3 Cyl. steam engine of 1.200 Cv by D. Rowan & Co. Ltd., Glasgow. Vitesse: 10.5 noeuds.

03.1944: completed by Grangemouth Dockyard Co. Ltd. (448), Grangemouth as EMPIRE PYM for Ministry of War Transport, U.K.

1946: sold to Refast S.S. Co. Ltd. (Counties Ship Mgt. Co. Ltd.), U.K., and renamed REFAST

1953: sold to Nolido Cia. de Nav., Costa Rica and renamed CASSIAN.

1954: purchased by Mazout-Transports, Havre and renamed MOBILSUD.

1958: Owner restyled as Mobil-Oil Française.

03.1964: laid up at Berre.

1964: sold to S.A. Monégasque d'Armement et de Navigation, Monaco and renamed JASON. Remains laid up.

1965: sold to Augusto Carolla & Cia, Italy and renamed CAPO MANNU.

1976: laid up at Naples.

1980: broken up Italy.

Sister-ships: **EMPIRE JEWEL, EMPIRE JUMNA, EMPIRE ROSEBERY** (all British flag).

EL CARIBE (1954 -1957) Chartered

1172g. 613n. 1500d. 65.08 x 11.27 x 3.95 meters

Propulsion: 8 Cyl. 4S.C.SA. oil engine by National Supply Co., Springfield. 7.5 knots.

09.1944: completed by Eastern Shipyards, Inc., Bayonne (19), N.J. as YAHARA for U.S. Navy (AOG 37).

1946: released to U.S. Maritime Commission.

1947: sold to The Texas Co. (Norway) A/S (H.C. Mathiesen), Oslo, Norway and renamed EL CARIBE.

1949: sold to Cousotanker Co. Ltd., London, U.K.

1954: purchased by Sté. Méridionale d'Armement, Marseille on charter to Mazout-Transport.

1957: sold to A.M. Printezis & G.A. Papadopoulos (A.M. Printezis), Greece and renamed CHRYSSANTHI P.

1961: purchased by Cie de Transports Maritimes de Pétrole (Sté. Pétromer), Bordeaux and renamed PÉTRO-BOURG.

1965: transferred to Sté Maritime de Transports de Pétrole.

1967: sold to Naftiliaki Etairia Trias S.A., Greece and renamed AGHIA TRIAS.

Prior to 1986 deleted from registers.

D'ARTAGNAN (1) (1959-1973)

31235g.19288n.48.390d. 216.63 x 30.24 x 12.90 meters (11.84 draught)

Propulsion: Two Parsons steam turbines of 18 000 Cv Dr geared to screw shaft by Sté. des Forges de la Méditerranée. La Seyne. Vitesse: 16.9 nœuds. Equipage: 49.



26.06.1959: launched and 26.10.1959: completed by At. & Ch. de France (229), Dunkerque as D'ARTAGNAN for Sté Mobil Transports, Havre.

19: owner restyled as Mobil Oil Française.

1973: sold to Mobil Shipping & Transportation Co., Liberia and renamed MOBIL EXPLORER.

02.10.1975: arrived at Busan for breaking up.

ATHOS (1) (1965 -1974)

48024g. 30632n. 85.978d. 243.21 x 37.19 x 17.51 meters (12.90 draught)

Propulsion: Two steam turbines of 24 335 Cv Dr geared to screw shaft by General Electric. Vitesse: 17 noeuds.

28.05.1965 launched and 1965: completed by Chantiers de l'Atlantique (A 23), Saint-Nazaire as ATHOS for Mobil Oil Française.

25.09.1965 first sailing for the Middle-East.

1974: sold to Mobil Shipping & Transportation Co., Liberia and renamed MOBIL VENTURE.

1976: sold to Cardiff Shipping Co. Ltd., Liberia and renamed CARDIFF II.

02.11.1975: laid up at Piraeus.

07.10.1978: arrived at Kaohsiung (Taiwan) for breaking up.

ARAMIS (2) (1968 –1974)

53801g. 38551n. 102.355d. 275.88 oa. x 38.71 x 19.35 meters (14.74 draught).

Propulsion: Two steam turbines of 27 610 Cv Dr geared to screw shaft by General Electric, Lynn. 16 knots. Crew: 40.

23.04.1963: launched and 1963: completed by Eriksbergs M.V., Gothenburg as MOBIL BRILLANT for Mobil Tankships Ltd., U.K., then transferred to Mobil Tankers Co., Liberia.

1968: purchased by Mobil Oil Française, Dunkirk and renamed ARAMIS.

1974: sold to Mobil Shipping & Transport Co. and renamed MOBIL IMPORTER.

Laid up at Piraeus from 21.01.1976 to 01.02.1977.

Left Busan and 04.04.1977: arrived at Kaohsiung (Taiwan) for demolition.

PORTHOS (2) (1972 -1979)

116634g. 92905n. 231135d. 319.70 (o.a.) 312.91 x 48.70 x 25.58 meters (19.90 draught)

Propulsion: Two steam turbines of 35.750 Cv geared to screw shaft by Ansaldo Mecc Nucleare SpA, Genoa. 16 knots.

14.09.1970: launched. 04.1971: completed by Italcantieri (4232), Monfalcone as SAN GIUSTO for Armatrice Santa Cristina SpA, Italy.

1972: purchased by Mobil Oil Française and renamed PORTHOS.

1979: sold to Mobil Overseas Shipping Corp., Liberia and renamed MOBIL RAVEN.

18.01.1980: laid up Brunei Bay.

Prior to 11.03.1982: arrived at Kaohsiung (Taiwan) for breaking up.



ATHOS (2) (1974 -)

140745g. II 1203n. 276.221 d. 340.83 o.a. 324.04 p.p. x 54.44 x 21.07 meters (draught)

Propulsion: Two Stal Laval steam turbines of 38.000 Cv Dr geared to screw shaft by the shipbuilder.

Vitesse: 16 noeuds.

05.1974: launched and 1974: completed by Sumitomo S.B. & Machinery Co. Ltd. (Uruga Shipyard) (1 01 2), Yokosuka as ATHOS for Mobil Oil Française, Havre.

1980: reengineered with two V 12 Cyl 4S.C.SA. Pielstick oil engine of 36.000 Cv by Ishikawajima Harima Heavy Industries, Aioi. 16.25 knots.

– Sister-ship : **D'ARTAGNAN.**



D'ARTAGNAN (2) (1974 -)

140745g. 111203n. 275225d. 340.83oa- 324.04pp x 54.44 x 21.06 meters (draught)

Propulsion: Two Stal Laval steam turbines of 38 000 Cv Dr geared to screw shaft by the shipbuilder 16 knots.

Equipage: 9 officers + 19 seamen

1974: completed by Sumitomo S.B. & Machinery Co. Ltd. (Uruga Shipyard) (1015) as D'ARTAGNAN for Mobil Oil Française, Havre.

1980: reengined with two Vee 12 Cyl. 4S.C.SA. Pielstick oil engine of 36 000 Cv by Ishikawajima Heavy Industries, Aioi. 16.25 knots.

- Sister-ship: **ATHOS**.



D'Artagnan.
(Mobil)

ARAMIS (3) (1979-1982)

68502g. 56928n. 140803d. 270.06oa-260.26pp x 43.36 x 22.46 meters.

Propulsion: 8 Cyl. 2S.C.SA. B&W oil engine of 27.300 cv by the shipbuilder. Vitesse: 16 noeuds.

1974: completed by A/B Gotaverken Arendal (870), Gothenburg as SYDHAV for S/A NordHav, S/A Osthav & S/A Sydhav (Per Lodding), Norway.

1979: purchased by Leif Hoegh, Oslo, Norway and renamed HOEGH LANCE.
1979: purchased by Mobil Oil Française and renamed ARAMIS.
1982: sold to Boundary Inc. (Mobil Shipping and Transportation Co.), Liberia and renamed MOBIL ALADDIN.
1992: renamed ALADDIN.
1997: sold to Optimum Shipping & Trading S.A., Panama and renamed THEA in service as depot ship off Fujeira.

ARAMIS (4)

1976

Mobil Oil Française (France-Kerguelen)

Construit par le chantier Sasebo Heavy Industries, à Sasebo (japon) pour le compte de Mobil Shipping and Transportation Co. sous le nom de *Mobil Hawk* (pavillon libérien). Toujours sous contrôle du groupe Mobil, devenu en 1985, le saoudien *Al Saqr Al Arabi*. Transféré, sous pavillon des îles Marshall en 1991, et renommé Hawk en 1993.

Transféré à Mobil Oil Française en Janvier 1999 et francisé sous le nom d'Aramis.

L'appareil propulsif d'origine (1 groupe de turbines HP-BP / réducteur General Electric de 36.515 Cv) a été remplacé en 1978 par 2 moteurs Diesel au chantier I.H.I. à Aioi (Japon).



L. 339,55 m L.pp. 324,00 m l. 53,50 m C. 28,00 m T. E. 21,78 m

JB. 138 601 ums J.N. 106 123 UMS Capacité : 330 400 m³

P.L. 284 463 t.

10 citernes

Propulsion : Deux moteurs Diesel quatre temps semi-rapides SEMT- Pielstick 12 PC 4-2V 570, 12 cylindres en V, réversibles entraînant à 90 t/mn une hélice à pales fixes par l'intermédiaire d'un réducteur- jumeleur et d'embrayages.

Puissance : 2 x 13 250 kW (2 x 18 000 cv) à 400 t/mn

Vitesse : 16,3 nœuds.

Production d'électricité : 1 groupe turbo-alternateur de 1 700 KW. 2 groupes Diesel-alternateurs de 1 000 KW chacun