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Carribbean Tanker Ferries

In 1940 five Lake tankers of C.S.M. were assigned to service in European waters and unescorted crossed the Atlantic. They were Leticia, Lucrecia, Lucita, and Juliana. Two of them Leticia and Lucrecia never reached port. they were torpedoed by a German Submarine whose Commander aided several survivors. Many Officers transferred from Lake Tankers to ocean going tankers and a number sacrificed their lives on the high seas. The German U-boat campaign remained clear of the Carribbean Lake Maracaibo area of South America. On the night of 14 February 1940 in this zone they sank no fewer than seven ships of the Standard Oil and Gulf fleets. The work of ferrying oil proceeded in these waters with little interference from the enemy. The convoy system was adopted, the United States Navy patrols afforded excellent protection in these 230 miles of coast and open sea. In this manner immense quantities of crude Venezualan oil for the Allies were transported through the Carribbean to the refineries, where the petrol, various fuels and lubricants were then shipped to the European, Middle east, and other combat zones.